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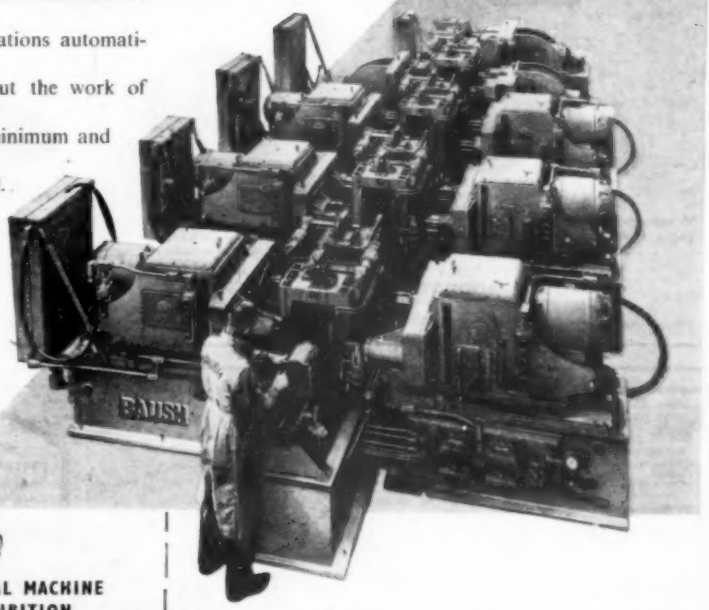

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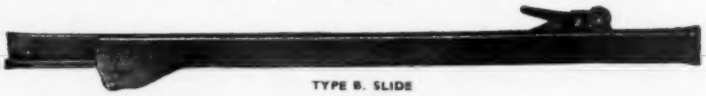

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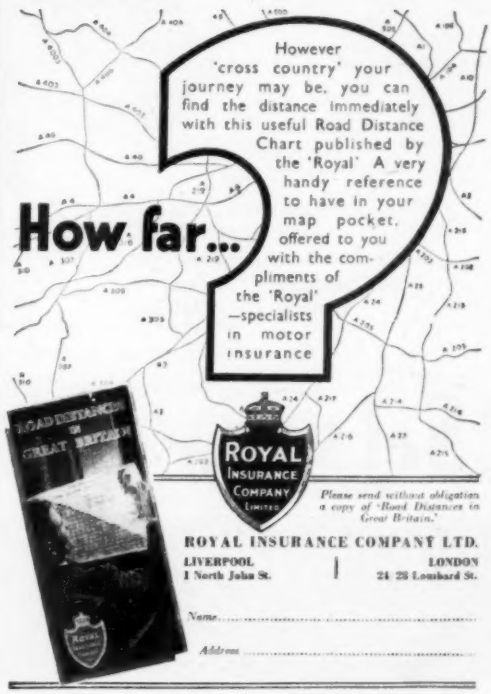

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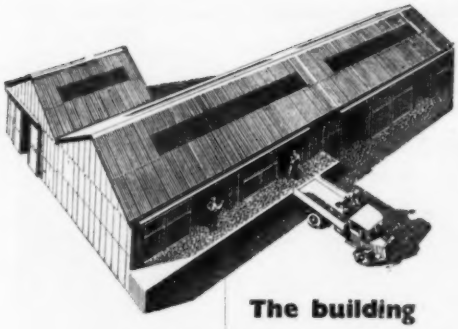

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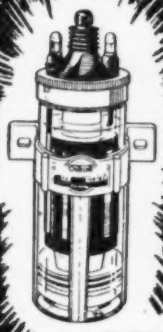

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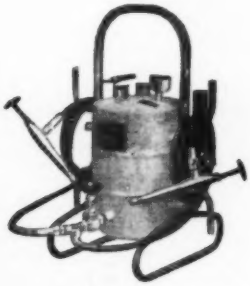

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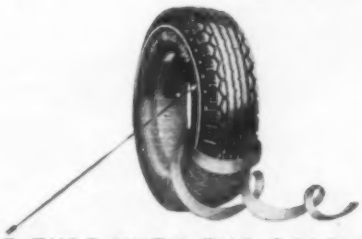

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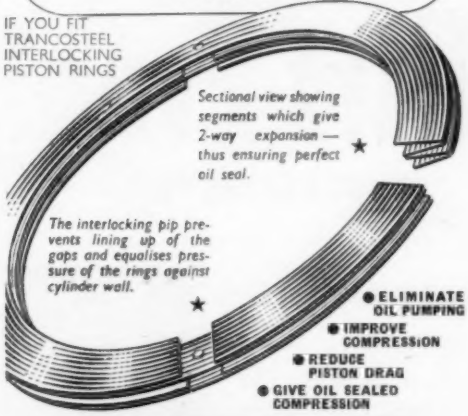

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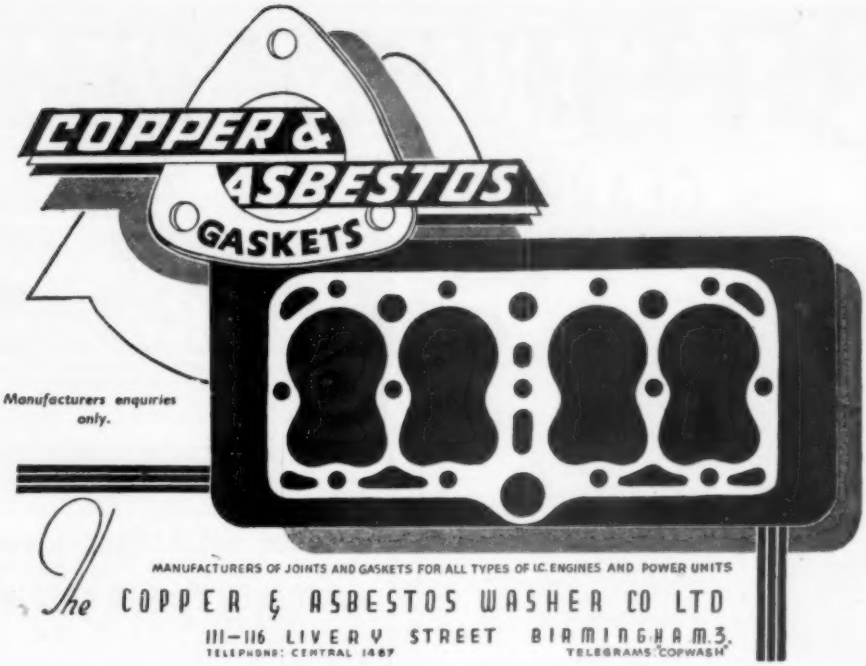

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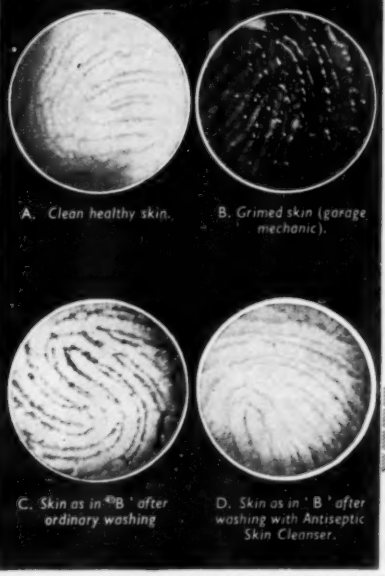

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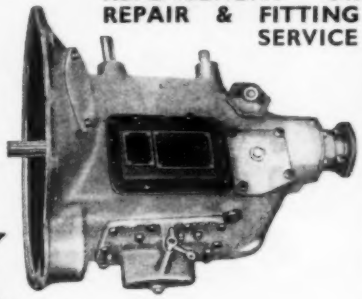

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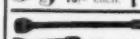

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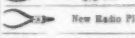

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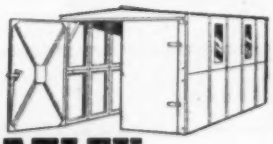

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The Autocar
FOUNDED 1895

No. 2958 FRIDAY, AUGUST 8, 1952 Vol. XCVII

The Time for Enterprise

As if to underline the theme of the article on the following pages, the Government has been debating the economic situation during the past few days. The debate has revealed a frustration that is mortifying to a nation which nurtured such men as Rhodes, the Lever brothers and Herbert Austin, for the spirit of enterprise seems to have flagged, and the remedies proposed for current economic troubles have a depressing familiarity that comes of frequent trial with little beneficial result. What is wanted in Westminster is a revival of the "some chicken, some neck" spirit—the spirit that accepts a change confidently.

Exactly that spirit is required for the accomplishment of the revolution in road transport in which the gas turbine would supplant the piston engine. In other transport contexts it may be said to be evident. B.O.A.C. ordered Comets; British Railways acquired a gas turbine locomotive; the Shell Petroleum company is operating a gas turbine tanker, and orders for stationary gas turbine power units are flowing in. Similarly placed sponsors cannot be expected for the turbocar, but the immensely rich motor industry should be its own sponsor in this context.

While it is right to listen to the qualified sceptics, their scepticism should not be given too much weight; it must always be remembered that the engineers and scientists who are working diligently on the small gas turbine are usually just as well qualified as those who doubt its ultimate success. Between the two factions the instinct of the businessman, the *entrepreneur*, the merchant adventurer, is likely to be an accurate judge, and such doubts as he may hold need only be small. Since Whittle demonstrated that the jet theory indicated the next step forward in high-speed flight, and that the gas turbine, so inefficient in stationary form at ground level, became transformed at high altitude and speed, the gas turbine has never looked back, for the lessons learned in the rarefied upper air have increased the efficiency of the unit at ground level.

Tell the Truth

The continued refusal on the part of the Government to permit the reintroduction of branded petrols has succeeded in exasperating the public to such an extent that *The Economist*, a journal which is only indirectly interested in the subject, has asked with some asperity that a commission be appointed to inquire into and report on the position. It is a measure of Government interference in the life of the community today when the raw amateurs of Westminster can over-ride the professional advice of companies of the stature of Shell-Mex and B.P., Ltd., who last made the request for return. The fact that this company is urging the return disposes of one of the reasons previously applicable to the continuation of Pool, for the organization is the distributor for Anglo-Iranian products, and Anglo-Iranian's loss of Abadan placed them in a temporarily non-competitive position in regard to premium spirits; obviously that difficulty has been resolved.

There may, or there may not, be good grounds for the Government objection that increased dollar costs would be involved in the return of branded spirits. It is difficult to see why, which is no doubt the reason why the mystic phrase affords such a useful and frequent excuse—there is nothing like a shibboleth for silencing the sceptic. There are, however, no good grounds at all for having urged the oil companies to spend millions of pounds on new refineries, with cracking plants for high-octane spirit, and then leaving them to wonder what on earth they are going to crack with the aid of their catalysts. That is the position today, and every oil company of note in this country is rapidly qualifying for the position at the zoo of keeper of white elephants.

The return of high-octane spirit is not necessary merely for the benefit of motorists; it is becoming vital for the good of British engine design. Increased performance and economy—the virtues that sell cars—are obtainable along the 80-octane road.

TURBINE OPPORTUNITY

The Iron is Hot—Will Britain Wield the Hammer?

COMET

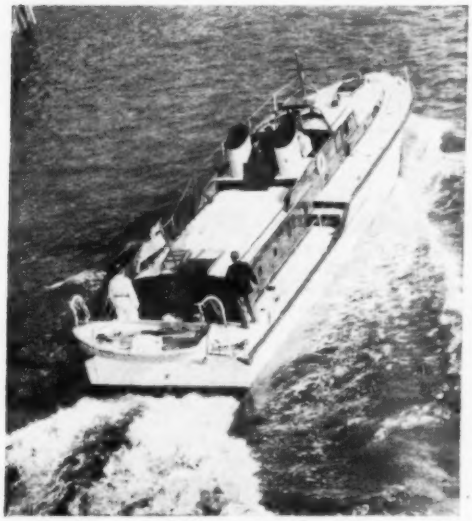
The triumph of the decade is the Comet aircraft, the reward of faith in the jet principle of propulsion. In spite of a very high fuel consumption it is a commercial success because of its terrific performance.

ON the evening of Friday, June 20, the Editor of this journal stood at the window of his office watching a slight, hatless figure hurrying eastwards along the pavement below. The figure was that of Mr. F. R. Bell, the gas turbine engineer, and on the next morning Mr. Bell sailed for his native New Zealand on the *Orontes*. In *The Autocar* of July 4, above the clear and detailed description of the Rover turbocar which Mr. Bell prepared for this journal, appeared the significant sentence: "His future plans are indefinite."

In this little personal drama, it seems, is embodied the whole problem of gas turbines for cars, as well as the tragedy of so many inventions of the past. Scepticism is healthy, but the scepticism that has greeted so many pioneers in new techniques has lost this country so much that one would think that the chance of backing a loser would be taken merely for the sake of breaking the monotony of seeing other nations back the winner. Let it be said here and now that there is no certainty that the piston engine for road vehicles will be ousted by the gas turbine, but let it also be said that there is an immensely strong probability that it will. In the light of that, what ought this country, and particularly the British motor industry, to do about it?

The answer is, in the opinion of this journal, a foregone conclusion, but the reasons why should be clearly stated.

The gas turbine stands, at the moment, on the threshold of conquest of the air, the railway, the sea and the stationary power plant. For cars, it is pushing tentatively at the door of a room in which sits the piston engine, firmly entrenched behind a barrier reading "Established Practice," and with the side-whiskered apparition of Reaction glaring down on the intrusion from a heavy gilt frame on the wall. Through the strongly barred windows may be discerned the anxious visage of the enthusiastic pioneers, perhaps in the likeness of F. R. Bell, and if, from a passing Comet, Sir Frank Whittle looks down at the scene with a pitying smile the gesture is to be understood; all this has happened before.



TORQUIL

Naval small craft are likely to be entirely gas turbine driven within a quite short time. This is the prototype *Torquil* driven by two Rover T8 gas turbine engines. The elimination of vibration is a great benefit in small craft.

Who is the Expert?

That is how the layman sees it, and he is just as likely to be right as the engineers are who dismiss the gas turbine for road vehicles as an impossibility owing to the problems of fuel consumption (heat exchangers), blade manufacture, blade "creep" and other popular subjects for the shop floor. More likely by far, in fact, because history shows that steam power, flying, radio and television were greeted by the "experts" in just the same way, succeeding only because there have always been one or two far-sighted people on the touchlines—the Marconis of this world—who were prepared to admit that they did not know everything.

The country that can offer a competitive gas turbine car to the world will repeat the British triumph of the Comet aircraft, and anyone who doubts how much it would mean to Britain to repeat her Comet triumph on the road had best

look at the *Trade and Navigation* accounts. The motor industry is this country's main export prop; that is, the main support of her economy, and it is currently being chipped away by overseas competitors. British cars are being outclassed in performance, size for size, by Continental products, and many of them are outclassed on a value for money basis by the American product; only the world's intractable dollar problem obscures this latter fact.

The successful development of the turbocar would put this country back on top of all challengers, on every count that matters, and make the product the most sought-after of the world's automobiles. Let there be no doubt about this. Ease of control and progress are the big selling points for cars when other things are equal, and the virtual elimination of clutch and gear box inherent in the turbocar is most important, as the Americans have found with their hydraulic transmissions. Although costing extra, these unwieldy and vastly complicated devices have sold like hot cakes in the United States.

There never was a driver yet who liked a clutch and gear box in his first few hundred miles on the road, and there are many women drivers—not only women—who would give quite a lot for a clutchless and gearless car at any moment throughout their motoring careers. Make no mistake, the ultimate success of the turbocar will depend on a sales point such as this, and not on a thermal efficiency either fractionally better or fractionally worse than that of a piston engine. As for ease of progress apart from gear selection, everyone who drives the Rover turbocar, even in its present crude form, agrees that it is astonishingly impressive.

It might be advisable to shed the cold light of logic on one or two other popular objections to turbocars. Fuel cost, for instance. The turbocar at the moment runs on paraffin at less than two shillings a gallon. With a heat exchanger it might at this stage of development be made to cover 12 miles to the gallon: 2d a mile. A high-performance car, but still with only two-thirds of the performance of the turbocar, covers, say, 20 miles to the gallon of petrol at 4s 4d per gallon: 2.6d per mile. This little calculation is not introduced in order to prove anything except that fuel costs are artificial, although there is a fundamental need to conserve the earth's resources as far as is possible. Fuel cost is tax cost, and in order to encourage the turbocar a government has only to shift its taxation to, say, tyres to demolish that particular objection. Revolutions demand the revolutionary outlook. None the less, the successful building of a heat exchanger for the road gas turbine is one of the difficulties—mainly a metallurgical one—although the physical space that it occupies looks like being more easily found than was at first thought possible.

No Miracles

Service: Nothing is impossible to a people with determination, and widespread servicing for turbocars is merely a problem of organization. This country currently needs a course in the American science of logistics. Thirteen years ago she did not, having performed miracles of organization. She evacuated London children; provided fifty million gas masks; won a war. Can it seriously be argued that the establishment of service facilities for a new power unit is beyond her capabilities? If so, Britain might as well fold up as an industrial nation.

Absence of engine braking: This is no more than an intensification of a problem that the Rover company have not found insurmountable on their free-wheel equipped cars, which, in turn, emphasizes that the contemporary problem of brake fade is chiefly owed to cheese-paring in manufacturing costs and nitwitted design. Given a free hand, no brake designer would worry about absence of engine braking, particularly at the speeds at which turbocar operation will eventually settle down. There are few roads in the world where more than 100 m.p.h. can be safely maintained, and their number is not likely to increase ahead of braking technology.

Manufacturing difficulties: This is probably the most real contemporary problem in the design of small gas turbines,

TURBINE OPPORTUNITY . . . . . *continued*

the aerofoil blades demanding a shape and precision not easily mass-produced. Their mounting on the rotor is also a precision job. Yet no one with any knowledge of the ingenuity of the machine toolmakers of the world doubts that ultimately the machine production of turbine rotor blades will be economically practicable for such purposes as cars; or that mounting methods will be simplified. Nor, with the record of the Nimonic metals in front of them, do they doubt that the heat-resistant qualities of the metals used will fall short of the requirements.

There is probably little that can be done at the moment to speed up the search for easy blade manufacture, because the aircraft industry has full facilities and practically unlimited financial resources available for the overcoming of this problem. But the aircraft industry is not working on centrifugal compressors, which do not employ blades as do the axial compressors and power turbine rotors. Yet the car turbine may well prove in the end to demand centrifugal compressors in order to keep cost down, and there is little known research going on at the moment into these, at least in this country, a fact which Sir Frank Whittle himself recently deplored in a public statement.

World Leadership Possible

The brief *résumé* of these problems leads automatically to the development requirements of the moment. Gas turbine design in the small sizes necessary for cars has reached the point where a considerable sum of money needs to be spent on research into individual aspects of the design and development. It is unfair to expect that the Rover company should find this money entirely on its own, or any other single manufacturer, and it is singularly inefficient for a number of firms to be spending piecemeal behind closed doors for the mere sake of being ahead of their national competitors, when the chance of the nation being ahead of the world is in danger of being passed over.

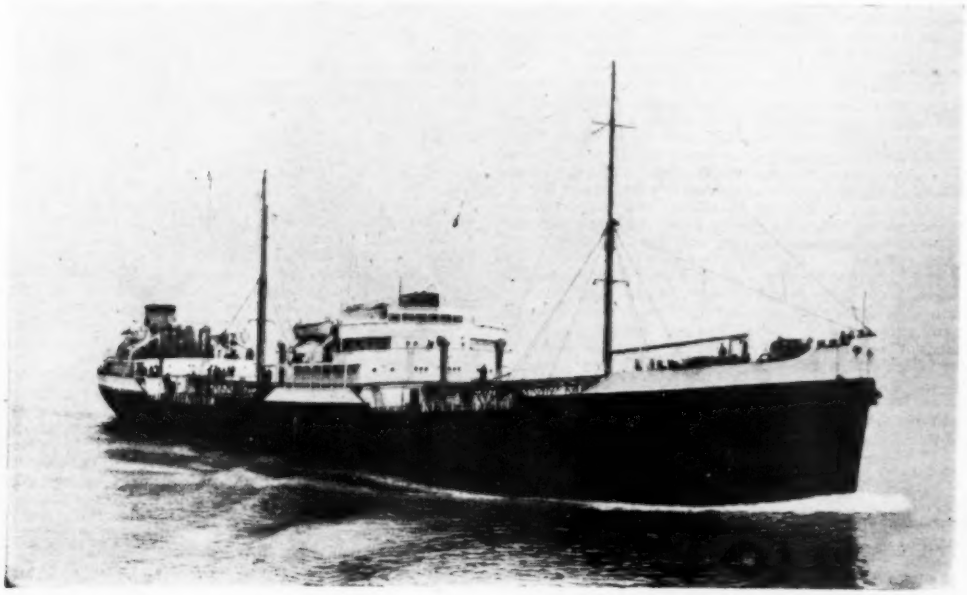
This is the time for co-operation between all members of the industry in order to heave the gas turbine over the last obstacles to the finishing line of commercial success. ("We have not encountered a single problem that is insuperable," said F. R. Bell to this journal.) Once it has achieved that, individual refinements can follow. It is the time for breadth of vision, and for the realization of international competition. It is known, for instance, that the turbine research department of the Boeing company of America is something like ten times the size of that of the Rover company. This is probably an indication, also, of the ratio of resources between the two companies that can be devoted to turbine development for road vehicles.

Planned Co-operation

The lines along which such a co-operative effort should be organized might be briefly suggested. The industry should lend its best brains to the project, and the team should be free of the undue influence of individual members of the industry, but should have access to any of them for the purpose of advancing its knowledge and techniques; it should also be free of any financial stringency so that the whole of its attention may be concentrated on pure research. Most important of all, however, is the necessity for it to avoid treading the ground that has already been covered by the aircraft industry, and it would be necessary, therefore, for it to have full access to the conclusions already reached by the aircraft scientists. This obviously involves official secrets and poses a pretty problem, but the appointment of someone of the calibre of Lord Cherwell or the late Sir Stafford Cripps as final arbiter in such matters might well look after this particular difficulty.

It cannot be too strongly emphasized that the need is for research into the problems of the *automobile* gas turbine, not into the main problems of gas turbine technology. The small size and commercial considerations governing the auto-

AURIS Operating successfully for the Shell Petroleum company is the tanker *Auris*, gas turbine driven. The compactness of the gas turbine is of great value in marine applications.



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The Metropolitan-Vickers 3,000 h.p. gas turbine locomotive built for British Railways and at present running on Western Region lines. The torque characteristics of the gas turbine are ideal for hauling heavy loads.

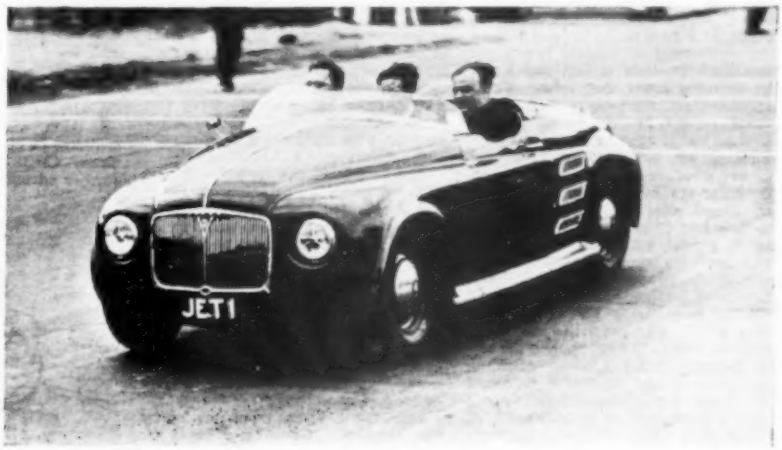
mobile gas turbine introduce a special set of problems that the builders of Britain's latest fighters can afford to ignore. Indeed, there is a fundamental divergence in that one seeks *more* power and the other *less*. Only rarely, also, do cost considerations send a chill draught down the neck of the Secretary of State for Air, but the managing director of the business firm spends all his life struggling in the teeth of the financial gale.

In the view of this journal, then, the industry should get together on this project, and it should succeed or fall by its own efforts. But if the wider view is that the Government should assist, a strong case can be made out for its support. Millions of public money are being spent on atomic development—and no one begrudges the expenditure—and millions were spent in order to develop the jet and turbo-jet propulsion for aircraft. The simple way is for the Ministry of Supply to place large contracts, ostensibly (as well as in fact) for military purposes, and there is no likelihood of any objection being raised to this method for the development of the turbocar. But the time to do it is now, and the need is for imaginative men in the Government to see that, and, incidentally, to force Whitehall to see it now. The brass hat has never been suspected of housing a surplus of grey matter, and needs leading by the usually Wellingtonian nose that protrudes from beneath it. In the opinion of gas turbine engineers, the gas turbine is the ideal means of propulsion for tanks, yet after the trip of the turbine-propelled launch, *Torquil*, on the Thames last year, a military man is reported to have said that it was a most enjoyable experience—the first time that he had ever been on the Thames in a small craft. This is not the attitude that will put Britain ahead of the Western world in the commercial sphere.

F. R. Bell has left Britain, and no one is sure that he will return. Probably he is one of half a dozen of the finest brains in turbocar design in this country, if not in the world. Has the commercially successful turbocar, at the same time, followed him beyond these shores?

J E T 1

No airways corporation, no oil company, no nationalized railways, no Armed Service, has placed an order for the turbocar, thus providing the capital required for development. Yet the car demonstrates its possibilities wherever it appears.



Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Annual holiday.

Bombshell ?

WHEN the filler of this page is about to disappear for his annual holiday, as he is at this moment, it is his practice to leave behind a discourse over which readers may mull until he returns to be shot at. The practice lends piquancy to the holiday, for the weeks off duty are spent wondering if the Editor has decided to let the perisher have his say, or if he has banned the column on the grounds that the subsequent trouble isn't worth it. This year the subject shall be cornering, about which, in my opinion, a lot of uncertainty exists. I will disport myself in warmer climes to the south while the uncertainty is removed.

✦ ✦ ✦

Slow

ABOUT the slow corner there is quite a lot to be said. We are taught to change down well before the corner by our earliest instructors, and the advice is not bad except that it is too much of a good thing. The sharp right-angle, ocurring mostly in towns, and therefore attended by traffic, is not very amenable to early change-downs. Let us suppose that it is being approached at 20 m.p.h. Into which gear shall the driver change? If he is still at the stage where the negotiation of corners is not yet subconscious, then it had better not be anything lower than third. Yet a traffic-hedged right-angle usually demands second; in any case, second will be used by the experienced drivers who want to get away quickly from the corner after rounding it. All right, then; let our beginner get down into third, and, after permitting the engine to slow him down in that gear, let him select second, allowing the engine to pull down his speed still farther so that merrily he rounds the bend without benefit of brakes.

This theoretically perfect approach may be all right if you belong to the leisured classes, but for me and the rest of the working world, hovering behind, it is going to take too long to get round the bend. I think the old advice needs modification because, in these crowded times, with no one knowing precisely what lies a-round the corner b-hind the block, the best approach is the heretical top gear, brake, neutral, roll round and take your choice of ratios when you see which particular type of clottery is obstructing the path.

✦ ✦ ✦

Faster

ON the faster bends, as opposed to slow corners, there is still much to be said for the change-down, but even so I am not sure that it should be taught to the beginner—this time for mechanical reasons. Beginners take a long time to master the art of engine rev synchronization, and the punishment of the synchronizing cones in the gear box is heavier at higher speeds than it is at low if the engine rev synchronization is not good. Moreover, once the cones have done their work a considerable strain is imposed on the clutch when the car speed adjusts itself to a mistimed engine rate and new ratio. Better teach them to go round in top and then to take a further lesson, "Higher Driving," after they have learned that synchromesh mechanism does not absolve them from the responsibility of selecting the correct engine revs in the lower gear for the speed of the car. Then they can change down into third for fast bends.

✦ ✦ ✦

Pressing On

NOW let us suppose that they have become as experienced as the likes of you and me—well, for politeness' sake, you, at any rate—and like to take open bends fast. Then, to start with, they will be subject to the criticisms of all those people who are convinced that Speed means Danger, regardless of where the speed is applied and who is applying it. But that is an irrelevance, because you and I cannot be bothered with those people; in other words, if we want to go fast we shall do so provided that we inconvenience no one in the process. Then we start to consider the best way of taking fast bends and, although the whole subject becomes a bit academic, it also becomes very interesting.

The fast bend can be taken in the perfect manner. For a touring car, I would say that this is as far out as possible on the approach, as close in as possible on the apex and as far out as possible on the other side, *without skidding or drifting*, thus "straightening" the bend as far as is possible. Having taken a bend in such a manner, only one consideration arises. There must be a point at which the centrifugal force builds up to the maximum, thus making the car run the risk of breakaway on the part of the wheels; indeed, the point can be plainly felt by the steering. Could the bend be negotiated at a higher speed if the force were reduced from time to time by easing the steering and allowing the car to take up the curve on a slightly wider radius—spilling the wind, as it were? A mathematical calculation must be involved here, and as I am going on holiday this can be a holiday task for whoever likes to tackle it (not me).

✦ ✦ ✦

Finesse

NOW we go a bit faster still and a new point of finesse applies. The engine must be laid on good and hard in order to get as much weight transference to the rear as possible (I once worked out why, but since then the slip angles have slipped, so that this can be holiday task number two). But there must be some judgment applied as to just how much engine should be laid on. If there are a reasonable number of b.h.p. available under the bonnet, too much power at the point of breakaway will cause a hastening of that breakaway, thus making the car lose efficiency in a skid. And there may be very little available room in which to skid. It must not be forgotten that every skid loses a driver a certain amount of manœuvring space on the outside of the bend, and such space is precious. Too many tips should not be taken from racing drivers on airfields; they have plenty of room to play in.

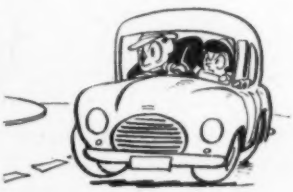
The question is, is it possible to lay on the engine hard in the preliminary stages of the bend, ease up a little over the crucial point, and then lay on hard again afterwards? Or will that introduce instability? As the Americans say, I leave that thought with you, and do not regard the Joadian answer, "It all depends on the car," as adequate for the Scribe's Certificate: three out of ten, see me after school.

✦ ✦ ✦

To Be Continued

THAT concludes this Friday's session, and the examination hall will now be cleared for a magic lantern show. Come back next Friday for the further adventures of Dicy Dan.

✦ ✦ ✦



Faster bends.

Daily Mail

International 100 Mile Sports Car Race Boreham

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JAGUAR

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2nd. *(DUNCAN HAMILTON)*

3rd. *(W. DOBSON)*

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★ *FASTEST LAP OF THE RACE AT 90.0 M.P.H.*

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First

INTERNATIONAL RACE MEETING BOREHAM

FORMULA I RACE

1st FERRARI	L. Villoresi
2nd FERRARI	F. Landi

100 MILE SPORTS CAR RACE

CLASS C

1st JAGUAR	Stirling Moss
2nd JAGUAR	Duncan Hamilton

CLASS D

1st ASTON MARTIN	R. Parnell
3rd FERRARI	T. Cole

CLASS E

1st FRAZER NASH	K. Wharton

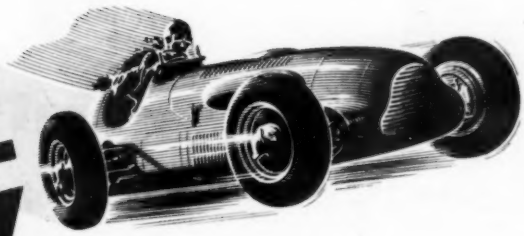
ALL USING FUEL BY SHELL & B.P.

GERMAN GRAND PRIX

1st FERRARI	A. Ascari

FUEL BY SHELL

(Subject to official confirmation)



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The same high-quality oil that you can now buy at your local garage. They will tell you the correct grade for your car.

NEWS and VIEWS

Trapping Man-hours

IN 1951, the average number of man-hours per month spent in operating fixed speed patrols in the Metropolitan Police District of London was 3,345.

Suppression

THE Postmaster-General hopes to make a regulation, covering the suppression of new cars in order to prevent interference with television reception, early in the next session of Parliament. It was explained that the regulation would impose an obligation with new cars, but that the Government was still seeing how far the voluntary principle would be successful with existing cars. So far, it had resulted in suppressor fitting at the rate of 300,000 a month.

S.M.M.T. History

A LIMITED number of copies of *The Story of the S.M.M.T., 1902-1952*, by St. John C. Nixon, is available at 10s each post free. This book, an illustrated and indexed edition of 131 pages, was written to celebrate the Golden Jubilee of the Society of Motor Manufacturers and Traders; and it was reviewed in the July 25 issue of *The Autocar*. It provides not only a record of the Society's achievements but also interesting sidelights on motoring history. Applications for the book can be made to the Press department of the Society at 148, Piccadilly, London, W.1.

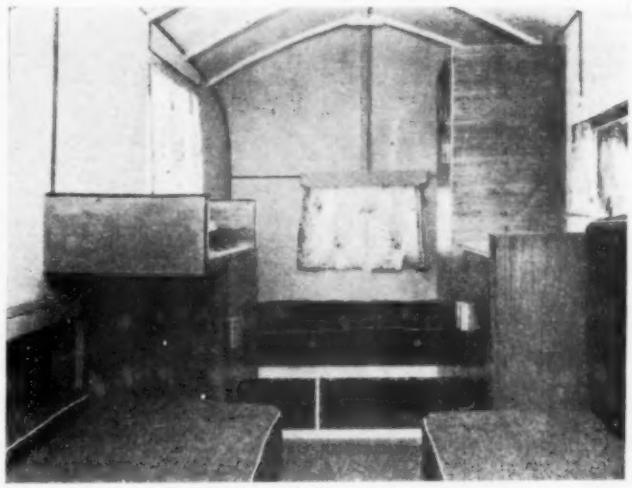
French "Courtesy Cops"

USUALLY, an encounter with the police is a disagreeable adventure, but in France steps are being taken to make it profitable without being painful. The national *gendarmes* have been provided with a series of tracts, each one of which illustrates one of the seven cardinal sins of driving—overtaking near the crown of a hill, overtaking against oncoming traffic, and so on

If stopped by the police for incorrect driving, you may be given one of these tracts vividly illustrating what might have happened, with a reminder that you had better be more careful. One of these leaflets illustrates a straight, wide road on which a driver had prepared to overtake another car. He made the mistake, however, of doing so on approaching a right-hand side road (priority) out of which a lorry emerged. The result was a head-on collision.

A good deal of discretion is left to the *gendarmes* or road police, who are all trained men. If the case is serious, a summons naturally follows; but if it is a case of what "might have happened," the leaflet and a few words of advice terminate the incident. It is believed that this educative method will assure better results than the usual "contravention" police court proceedings and a fine. Statistics show that last year 16,000 accidents were attributable to driving faults. One bright feature is that, despite the tremendous increase in traffic, accidents were lower last year than in 1939.

Claimed to have an all-up weight of only 6 cwt, the Dinky Rambler is intended for touring even with very light cars. Space for the double bed is achieved by the folding extension in the side. The interior picture is taken from the rear end, showing that up to four people can be accommodated.



FOR THE HOLIDAY MOTORIST

IN the welcome trend for touring caravans of very light weight intended for the holiday motorist, the Dinky Rambler is a new design intended for use with light cars. It is 10ft long, with a headroom of 6ft 1in. An unusual feature is the folding extension to provide extra space for the rear bed, which is also a double dinette, and there is a further single bed at the front, where a second folding bunk can be installed if necessary. The all-up weight is claimed to be not in excess of 6 cwt. The body shell is built on a hardwood frame, with hardboard panels forming a double skin. There are cooking facilities at the centre, with a Perspex sink and drainer facing a double burner ring or griller.

The Rambler is made by the Dinky Caravan Company, 27, Kingsway, West Wickham, Kent. The price for the standard model is £175; a wider version will be available a little later on for £12 10s extra.

A New Alloy

GAS turbine engineers have been making increasing demands for materials that will withstand still higher temperatures and stresses. To meet these demands the Mond Nickel Co., Ltd. have been continuing their research in the field of precipitation hardening nickel-chromium alloys; the latest result of their investigations is Nimonic 95.

Similar to Nimonic 90, this new alloy

NEWS and VIEWS
continued

has, however, a creep resistance at high temperatures that has been improved by increasing the content of the hardening elements. Adequate forgeability is ensured by careful control both of the proportions of the hardening elements and of the methods of melting and casting the ingots, and by improvements in the technique of hot-working itself.

Henry Wiggin and Co., Ltd. are producing the new alloy, and it is being used in experimental quantities by engine builders.

Teaching the Young

THAT a little practice is worth a lot of theory is the basis of a series of demonstrations for schoolchildren that has been staged by the City of Birmingham police in connection with the National Road Safety week, which ends tomorrow.

On the roof garden of Lewis's stores in the centre of the city, a typical street scene has been laid out, and a fleet of Austin pedal cars and other traffic has been provided, as well as zebra crossings, traffic lights, Belisha beacons and appropriate road signs. Uniformed police with loudspeaker equipment give instructions to both pedestrians and vehicle "drivers," and a qualified instructor gives a series of talks and puts questions to the children after each demonstration; those children who do well in the tests are presented with a buttonhole badge. The demonstrations were opened by the Lord Mayor of Birmingham, Alderman W. T. Bowen, on Saturday last, August 2.

Motor Insurance Business—Lloyd's Profit

THE accounts of that great insurance institution, Lloyd's, are made up on a three-yearly basis. This is in contrast to the insurance companies, which carry forward 40 per cent or more of the premium income against the risks still running at the end of the year. Under the Lloyd's system the profits of 1949 business are only just now available. Out of a motor premium income of £4,660,648 paid to 20 syndicates comprised of 672 underwriting members, a profit of £905,877 remains—or 19.4 per cent. Claims cost £3,202,430 and expenses £490,645 with other debits at £61,696. The figure for expenses is, of course, much less than that returned by the insurance companies which maintain an expensive chain of branch offices up and down the country to assist their policy-holders when trouble arises.

Also, most important, the Lloyd's figures quoted are in respect of business in Great Britain and Northern Ireland only. The motor business abroad done by Lloyd's is not ascertainable from these accounts, as it features in a separate statement.

Recently *The Autocar* surmised that in a year or two insurance premiums were likely to increase again. It was thought healthier that this should be the case rather than to endeavour, as the companies are endeavouring, to keep the rates down because the Government make it compulsory to insure certain risks, and some business is thus involuntarily sent their way—even though that which arrives through this legislation is not of the most desirable kind.

The losses incurred by the companies in general in 1951 have been substantial, although they cannot yet all be tabulated. It is fair to assume that these losses are partly the result of overseas business. Some may argue that home motorists should not have to risk subsidizing business in the United States, for example. But to suggest this is to misunderstand the basic principle of insurance, the "spreading of the risk."

The profits shown by Lloyd's at home in 1949 do not invalidate *The Autocar's* expectation, regretful though the fact is. It must be accepted that the 1949 Lloyd's profit will be cut, or even disappear, as later accounts reach the end of their three-year term.

The British Insurance Association comprises in its membership all the 208 British-controlled offices. Its annual general meeting was held on July 4, and in pointing out that British insurance, with its one thousand million pounds worth of premium income, is probably this country's largest net earner of overseas currencies, the chairman, Mr. E. B. Ferguson, made some interesting comments. He told the meeting that these currencies can be earned only by sound and economic underwriting. Practically all the chairmen of the individual offices had this year expressed concern at the total of road accidents, for which insurance foots the bill. In Great Britain alone last year one vehicle in every twenty was involved in an accident. He cited as amongst the causes lack of traffic education, underdeveloped road systems, and the large proportion of old and unroadworthy vehicles owing to the restricted supply of new cars. "We do not like this state of affairs," he concluded. "We are happier to charge a small premium based on a good claims experience than a high rate dictated by a bad one."

BOOKS RECEIVED

Auberges in France. Published by Oxford House Publications S.A.R.L., Paris. Distributed in Britain by the Seymour Press, Ltd., 22, Great James Street, London, W.C.1. Price 12s 6d or 580 frs.

Although the *Club des Sans Club* no longer exists, this is the successor to the famous restaurant guide, similar in appearance, and with slightly changed title. The scheme is the same, an alphabetical list of hotels and restaurants, with descriptions of specialities of food, and amenities, garaging and so on. The number of hotels listed is comprehensive and comparison with the previous issue suggests that the information has been kept under review.

How Motorcars are Made. Britain's Wealth in Industry Series. Published by Odhams Press, Ltd., 96, Long Acre, London, W.C.2. Price 2s.

This booklet, intended for engineers in embryo, begins with the comment that the car is "the most complex machine ever to become privately owned on an extensive scale." The author, Herbert Arthur, has a flair for the simple presentation of technicalities and the description of the functioning of the car is good.

Blue Guide, Switzerland.—Edited by Russell Muirhead. Published by Ernest Benn, Ltd., Bouverie House, Fleet Street, London, E.C.4. Price 30s.

The Baedeker kind of guide is perhaps out of fashion, since heavy phalanxes of microscopic type, sub-headings, footnotes and terrifying concentrations of detail are apt to deter the modern reader. It is a pity, since such guides are valuable and in their way refreshing. The new *Blue Guide* for Switzerland is in the massive tradition, but worth its cost and the labour of reading it. Davos, for instance, suggests chiefly sun and ski-ing, but it is interesting to discover that Conan Doyle began a book here, and also laid out the golf course "for his own amusement." The book is also a multi-decker sandwich of maps.

The Daily Mail Motoring Guide.—Edited by Courtenay Edwards. New Carmelite House, London, E.C.4. Price 2s.

For its price, which is remarkably low, this is a comprehensive, if necessarily potted, handbook. Trials, touring, caravanning, road tests, personalities, foreign travel, are all dealt with, partly by contributed articles from well-known motoring writers.

Garage Accounting and Administration, by E. V. Harber. Published by Gee and Co., Ltd., 27-28, Basinghall Street, London, E.C.2. Price 21s.

Designed to assist in the administration and planning of small businesses, as well as multi-branch organizations. Apart from detailed treatment of control and accounting methods applied to the motor business, there is an overall picture of the retail motor trade.

Practical Caravanning, by A. G. Puttock. Published by Frederick Muller, Ltd., 24a-26a, Earls Court Gardens, London, S.W.5. Price 10s 6d.

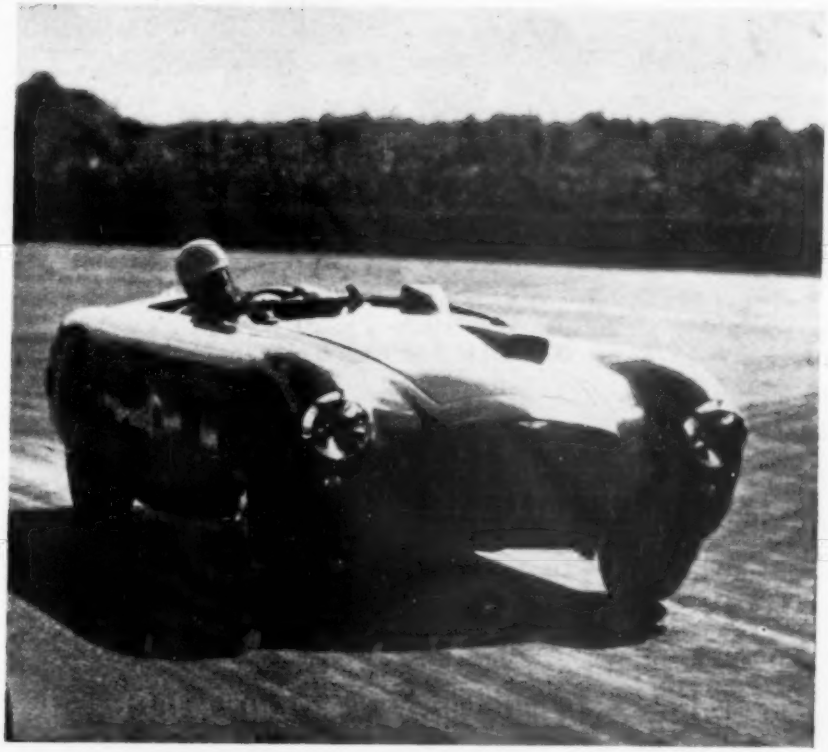
A useful comprehensive account of the subject, evidently based on the vitally necessary practical experience. It is illustrated with photographs of current British models.

A welcome improvement would have been the use of "on the site" photographs, rather than the evident catalogue views shown.

In Canada

ACCORDING to the Dominion Bureau of Statistics, 275,686 new cars were sold in Canada in 1951, compared with 324,903 in the previous year. The average purchase price advanced to $2,478 in 1951 from $2,037 in 1950. British cars accounted for only 8 per cent of new-car sales last year, as against 20 per cent in 1950.

Latest available figures from the Bureau show that new-car sales totalled 37,691 in May, 1952, as compared with 25,831 in May, 1951. It is thought that this increase—46 per cent in number, but only 38 per cent in value—was caused by the reduction of excise tax on cars from 25 per cent to 15 per cent from April 2—and by the dropping of consumer credits on May 6, which made it possible to buy a car for less down and to pay for it over a longer period. The number of new cars "bought by payments" in May, 1952, was up by 122 per cent over those similarly bought in May, 1951.



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2.6 LITRE DB3 COMPETITION MODEL

Average Speed : 86.35 m.p.h. *(Subject to official confirmation)*

The 2.6 litre Aston Martin D.B.2, David Brown's dazzlingly successful winner in International racing events, is the world's premier race-bred luxury sports car for the private owner.

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First at the finish

DAILY MAIL **BOREHAM MEETING** AUGUST 2

Formula II Trophy Race

MICHAEL HAWTHORN

Driving a Cooper-Bristol at 82.21 m.p.h.

100 Miles Sports Car Race up to 1500 c.c.

1ST J. C. C. MAYERS / LESTER M.G. 79.39 m.p.h.

2ND F. C. DAVIES / COOPER M.G.

3RD P. W. C. GRIFFITH / LESTER M.G.

Subject to official confirmation

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ESSO PETROLEUM COMPANY, LIMITED, 36 QUEEN ANNE'S GATE, LONDON, S.W.1.

Villoresi (Ferrari) Wins Formula 1, and A. Brown Formula 3

At the start of the combined formulae 1 and 2 races the Ferraris of Rosier and Landi were quickly away with Villoresi also leaving the wheel-spinning B.R.M.s.

HAWTHORN'S DAY AT BOREHAM

AT Boreham on Saturday last, J. M. Hawthorn established himself in the first rank of racing drivers, Reg Parnell and P. Etancelin drove their best races of this season, Stirling Moss once again was invincible in a Type C Jaguar, and, once again, it was a Ferrari day in the formula 1 event. But even in this race, which was combined with that for formula 2 cars, Hawthorn at one stage had a lead of some 40 seconds in his 2-litre Cooper-Bristol from the great Villoresi in the 4½-litre formula 1 Ferrari.

The weather for this international meeting, organized by the West Essex C.C. and sponsored by the *Daily Mail*, was not very kind, being typical of what we in England have come to expect of an August bank holiday weekend. It was rather cold and for the greater part of the time, of course, it rained. But this did nothing to affect the organization, and at 10.30 a.m. racing started with the first sports car race.

This event catered for the three smallest classes: up to 1,100 c.c., up to 1,500 c.c., and up to 2,000 c.c., and Ken Wharton, whose Mark II Frazer-Nash was soon in the lead, was a firm favourite. But even in this race Hawthorn showed his mettle. Driving a slower Mille Miglia Frazer-Nash he was not expected to offer a serious challenge to T. A. D. Crook or R. Salvadori, but he trounced them, and at about a third of the distance he passed Wharton to lead the race. After about nine more laps Ken Wharton's considerably superior speed put him back in front, and for two laps they took it in turns before Hawthorn ultimately had to retire with clutch trouble. Roy Salvadori was then let into second place and Tony Crook into third.

In the 1½-litre class J. C. C. Mayers was again unshakable in his Lester-M.G., with F. C. Davis' Cooper-M.G. second, and P. Griffiths' Lester-M.G. third. C. le L. S. Metcalfe drove his 995 c.c. Fiat to a deserved victory in the 1,100 c.c. class with the M.G.s of A. Baker and E. Heath second and third respectively.

To formula 3 drivers fell the dubious honour of the shortest race of the day: 10 laps. But it never lacked excitement. At 12.10 p.m. when this race started the crowds were still streaming into the spectators' enclosures, after delay in the traffic queues outside which were reminiscent of those vast queues at the early, big Silverstone meetings. Stirling Moss, his Kieft broken once more (at Fairwood, near Swansea, during the previous Saturday) was driving John Cooper's Cooper against the similar cars of Eric Brandon, Alan Brown, George Wicken—and, in fact, against all the regular 500 personages.

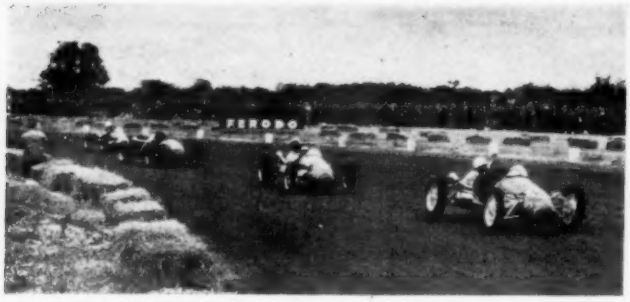
A fine study, by *The Autocar* photographer, W. E. Banks, of J. M. Hawthorn in the Cooper-Bristol, which illustrates the conditions which prevailed through most of the main event.

Coopers and Kiefts

On the first lap Brown got out in front with Moss second, Wicken third and Don Parker fourth. And from there on to the winning flag the battle raged between them, the lead on any straight depending upon who was in the leaders' slip-stream entering the previous bend. Eric Brandon moved through the field steadily, and at one stage took third place behind Brown and Parker, and in front of Moss—but it settled down to Alan Brown, Don Parker (Kieft), Moss, Brandon and W. Webb (Kieft).

By the time the up to, and over, 3-litre cars had lined up for their concurrently run race, the attendance was enormous and, despite an official programme which was in places almost farcical, the public knew what was going on and was thoroughly enjoying it in spite of the damp. And this was little wonder, for

HAWTHORN'S DAY AT BOREHAM . . . contd.



Typifying of the keen competition in the formula 3 race. At Orchard Corner George Wicken leads Alan Brown, Don Parker and Stirling Moss.

such a day's motor sport is very rare in Britain.

In this race interest centred round the Type C Jaguars of Moss, Duncan Hamilton and Ian Stewart (who recently won the Jersey International Trophy), the DB3 Aston Martins of Parnell and George Abecassis, the Ferraris of the American Tom Cole and Salvadori (driving Baird's car), and a number of XK120s with such drivers as W. Dobson and H. Howorth.

At the drop of the flag Moss was at once in the lead—and he remained there unchallenged throughout the 34 laps (100 miles). But at the first corner the day's only unhappy incident occurred. Ian Stewart left the course and, although neither he nor the car was more than bruised, a few spectators were injured.

Reg Parnell quickly took second place and Tom Cole, in the Ferrari third. XK120s followed up, but as the field sorted itself out it became Moss, Cole, Parnell, Hamilton and Dobson. But Parnell was inspired, taking corners side by side with Cole, and the Ferrari's brakes were unhappy. Parnell left his braking later and Cole had to brake earlier still so that soon it was a change of place for second, with Hamilton coming up fast.

By the tenth lap it was Moss, Hamilton, Parnell, Cole, Abecassis, Salvadori—or Moss and Hamilton leading the over 3-litre class, and the under 3-litre class comprising Parnell, Cole, Abecassis and Salvadori.

After this there was no real change except that Abecassis steadily crept up on Cole, passing him by lap 12. However, with only four laps to go Abecassis' Aston could no longer take the strain, and Salvadori, who had nursed his brakes more successfully than Cole, managed to move up to fourth: thus it was Moss, Hamilton, Parnell, Salvadori and Cole, with Dobson taking third place in the open class behind Cole.

The race of the day was, of course, the concurrent events for formula 1 and 2 cars. Formula 1 was represented primarily by the 4½-litre Ferraris of Villoresi, Louis Rosier and Landi, the B.R.M.s of Gonzalez and Wharton, and the Talbots of Etancelin, Chaboud, Crespo, Levegh and Giraud-Cabantous, formula 2 primarily by the Cooper-Bristols of Hawthorn, Alan Brown, Eric Brandon, John Barber and André Loens, the Ferraris of Dobson, Baird, Whitehead and Cortese, the Maserati-Platés of de Graffenried and Schell, and the Connaughts of Downing and Poore.

At the start Villoresi was quickly in the lead, the B.R.M.s being as slow as ever from the line, and at the end of the first lap Rosier was second and Landi third. This was expected, with Gonzalez next in the first B.R.M. Gonzalez passed Landi for third place on the second lap and left the course on the third. Hawthorn, driving superbly, was fourth. The other B.R.M. was way back (subsequently to be lapped even by the Cooper-Bristol and to retire with gear box trouble).

But, whatever the result, this was Hawthorn's day. He clung tenaciously to fourth place; the rain got worse, the cars going round in great clouds of spray; and what was this? Hawthorn had passed Landi—and now Rosier! He was second, and seven laps later the spectators saw the fantastic sight of the little, dark green Cooper-Bristol passing Villoresi in the formula 1 Ferrari with ease, and shooting into a formidable lead. The crowd was flabbergasted with delight. In one lap Hawthorn, revelling in the wet, put 4 sec between himself and Villoresi, steadily increasing this to nothing less than 49 sec by the 36th lap.

Rosier was third, Landi fourth and Etancelin—driving one of *his* finest races in the old Talbot—was fifth. Alan Brown, sixth, was second in the formula 2 class with Whitehead third and Moss (E.R.A.) fourth. But then the rain stopped and the course dried—and Villoresi once more started getting the most from 4½ litres. He gained in giant strides, with Rosier and Landi similarly moving up.

With 15 laps to go Villoresi was back in the lead; the rain still held off and with a mere handful of laps left Landi got into second place. Etancelin got the Talbot past Rosier and so they finished, only the two Ferraris and Hawthorn completing the 67 laps. Etancelin, Rosier, Brown and Moss completed 66, and Baird 65.

PROVISIONAL RESULTS

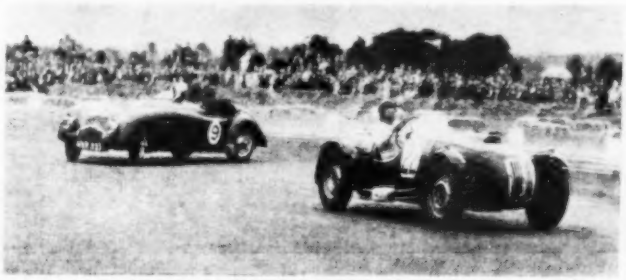
Sports cars (34 laps): **Up to 1,100 c.c.**—1, Fiat (C. Le S. Metcalfe), 67.85 m.p.h.; 2, M.G. (A. Baker); 3, M.G. (E. Heath). **1,100 c.c. to 1,500 c.c.**—1, Lester M.G. (J. Mayerot), 79.59 m.p.h.; 2, Cooper-M.G. (C. Davis); 3, Lester M.G. (P. Griffiths). **1,500 c.c. to 2,000 c.c.**—1, Frazer-Nash (K. Wharton), 84.49 m.p.h.; 2, Frazer-Nash (R. Salvadori); 3, Frazer-Nash (T. A. D. Crook). **2,000 c.c. to 3,000 c.c.**—1, Aston Martin (R. Parnell), 86.55 m.p.h.; 2, Ferrari (R. Salvadori); 3, Ferrari (T. Cole). **Over 3,000 c.c.**—1, Jaguar (S. Moss), 86.06 m.p.h.; 2, Jaguar (D. Hamilton); 3, Jaguar (W. Dobson).

Formula 1 (67 laps)—1, Ferrari (L. Villoresi), 82.83 m.p.h.; 2, Ferrari (F. Landi); 3, Talbot (P. Etancelin); 4, Ferrari (L. Rosier); 5, Talbot (A. Crespo); 6, Talbot (Y. Giraud Cabantous); fastest lap, L. Villoresi, 90.15 m.p.h.

Formula 2 (67 laps).—1, Cooper-Bristol (M. Hawthorn), 82.21 m.p.h.; 2, Cooper-Bristol (A. Brown); 3, E.R.A. (S. Moss); 4, Ferrari (R. Baird); 5, Cooper-Bristol (E. Brandon); 6, Ferrari (P. Whitehead); fastest lap, E. Brandon, 86.81 m.p.h.

Formula 3 (110 laps).—1, Cooper (A. Brown), 83.96 m.p.h.; 2, Kieft (D. Parker); 3, Cooper (S. Moss); 4, Cooper (E. Brandon); 5, Kieft (W. Webb); 6, Cooper (L. Leston); fastest lap, A. Brown, 90.3 m.p.h. (500 c.c. lap record).

One of the most exciting battles at Boreham: the well-known American driver, Tom Cole, in his Ferrari, is pressed hard by Reg Parnell, who finally had a commanding lead in the 3-litre class.



Impossible? Seemingly, Ken Wharton in the victorious Frazer-Nash has driven through the spinning H.R.G. of B. S. Ashby.

The Autocar ROAD TESTS

Already a familiar sight in many markets, the four-cylinder Wyvern is identical externally with the six-cylinder Velox except for the painted rubbing strips on the front wings, and the wheels, which are coloured to match the coachwork.

No. 1473 : VAUXHALL WYVERN SALOON

A FIRST Road Test of the completely new Vauxhall Wyvern in *The Autocar* of January 18 this year provided an opportunity of commenting on the vastly increased passenger space, the exceptional luggage accommodation, the good riding comfort and tremendously improved road-holding qualities which this car offered as compared with its predecessors. However, it did not at that time embrace all the advantages which the designers had planned, as it was necessary for the time being to use a long-stroke four-cylinder engine derived from that used in the previous models. The new over-square engines have recently come into production, and the car has therefore been tested again. The results show that it has retained all its previous advantages, with a useful improvement in performance and no significant loss of economy.

The new engine has a swept volume of 65 c.c. greater than that of the old one and gives a slightly higher power output over the whole operating range, the peak figure being increased by 3 b.h.p. The torque is also improved from 1,000 r.p.m. upwards and the curve is flatter, giving promise of better acceleration, which is borne out in practice. The specific fuel consumption of the new engine is slightly higher, but, as expected, this is cancelled out in most conditions by the reduced need for gear changing. The performance has taken on a new sparkle which can be quickly illustrated by a few figures. The unladen weight of the two cars was practically identical, but the latest model reaches 30 m.p.h. from a standstill nearly a full second earlier than the previous one and the time to reach 50 m.p.h. is reduced by a clear 5 seconds. On acceleration in the gears, gains are recorded everywhere, ranging from a fraction of a second in the range from 10-30 m.p.h. to a reduction of almost four seconds in the time taken to accelerate from 30-50 m.p.h. in top gear. There is also a gain of over 6 m.p.h. in the mean maximum speed. Overall fuel consumption during the road test was only a fraction of a mile per gallon inferior to that of the previous car, despite the higher potential performance, and with careful use well over 30 m.p.g. could be obtained.

PERFORMANCE

VAUXHALL WYVERN

ACCELERATION : from constant speeds. Speed, Gear Ratios and time in sec.

M.P.H.	4.625 to 1	7.576 to 1	15.882 to 1
10—30	12.5	7.7	—
20—40	11.7	8.4	—
30—50	13.4	12.4	—
40—60	18.3	—	—

From rest through gears to :

M.P.H.	sec.
30	7.8
50	28.0
60	31.5

Standing quarter mile, 25.3 sec.

SPEED ON GEARS :

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean)	70.5	113
	(best)	71	114
2nd		36—53	58—85
1st		16—24	26—39

TRACTIVE RESISTANCE : 29 lb per ton at 10 M.P.H.

TRACTIVE EFFORT :

	Pull (lb per ton)	Equivalent Gradient
Top	165	1 in 13.5
Second	282	1 in 7.8
First	406	1 in 5.4

BRAKES :

Efficiency	Pedal Pressure (lb)
84 per cent	177
67.5 per cent	100
41 per cent	50

FUEL CONSUMPTION

27.8 m.p.g. overall for 506 miles. (10.2 litres per 100 km.)
Approximate normal range 26-32 m.p.g. (10.9-8.8 litres per 100 km.).
Fuel : British Pool.

WEATHER : Dry surface, wind light.
Air temperature 68 degrees F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of August 24, 1951. Engine ; April 25, 1952.

SPEEDOMETER CORRECTION : M.P.H.

Car speedometer	10	20	30	40	50	60	70	72
True speed	11	19.5	29	39	48	58	69	71

DATA

PRICE (basic), with saloon body, £495.
British purchase tax, £276 10s.
Total (in Great Britain), £771 10s.
Extras : Radio, £31 1s 2d.
Heater, £10 10s.
Screen washer, £2 9s 6d.

ENGINE : Capacity : 1,507 c.c. (92 cu in).
Number of cylinders : 4.
Bore and stroke : 79.37 × 76.2 mm (3.125 × 3.00in).
Valve gear : o.h.v., and push rods.
Compression ratio : 6.4 to 1.
B.H.P. : 40 at 4,000 r.p.m. (B.H.P. per ton laden 32.6).
Torque : 71 lb ft at 2,000 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 16.1.

WEIGHT (with 5 gals fuel), 20¾ cwt (2,327 lb).
Weight distribution (per cent) 54.5 F ; 45.5 R.
Laden as tested : 24½ cwt (2,741 lb).
Lb per c.c. (laden) : 1.82.

BRAKES : Type : F leading and trailing shoe. R leading and trailing shoe.
Method of operation : F hydraulic. R hydraulic.
Drum dimensions : F, 9.13in diameter, 1.5in wide. R, 9.13in diameter, 1.25in wide.
Lining area : F, 55 sq in. R, 45½ sq in. (81.8 sq in per ton laden).

TYRES : 5.60 — 15in.
Pressures (lb per sq in) : 25 F ; 25 R.

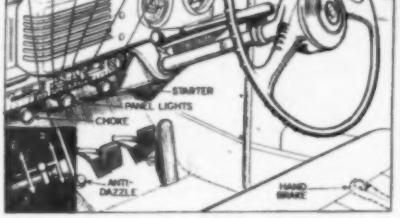
TANK CAPACITY : 11 Imperial gallons.
Oil sump, 5½ pints.
Cooling system, 12 pints (plus 1 pint if heater is fitted).

TURNING CIRCLE : 35ft 0in (L and R).
Steering wheel turns (lock to lock) : 2¼.

DIMENSIONS : Wheelbase 8ft 7in.
Track : 4ft 5in (F) ; 4ft 6½in (R).
Length (overall) : 14ft 4½in.
Height : 5ft 3½in.
Width 5ft 7in.
Ground clearance : 7in.
Frontal area : 22½ sq ft (approx.).

ELECTRICAL SYSTEM : 12-volt 44-ampère-hour battery.
Head lights : Double dip, 42/36 watt.

SUSPENSION : Front, Independent with wishbones, coil springs and anti-roll bar.
Rear, Half-elliptic springs.



The rear wing line of the Vauxhall is distinctive and on the rear deck is the flush-fitting petrol filler. The door locks have fixed handles and press buttons.

Radiator and air intake for the ventilation system are concealed behind a massive grille.

ROAD TEST . . . . . continued

A full family load produces a perceptible effect on acceleration and climbing power but stability and handling are not materially affected and one journey of over 300 miles was covered with two up on the outward journey and four up with luggage on the return at approximately 38 m.p.h. average over fairly busy roads, including some short stops.

The car now gives the feeling not just that it is adequately powered but that there is a modest reserve. It pulls smoothly from speeds as low as 12 m.p.h. on top gear even with a full load, and the acceleration between 30 and 50 m.p.h. now makes for ready overtaking of other traffic on a main road.

The need for gear changing is reduced by the new engine and the car holds its speeds well on main-road gradients, but, if a fast climb is required, then the latest engine gives the ability to climb at 36 to 38 m.p.h. in second up sharpish inclines. The peculiar ability of the short-stroke engine to go on building up revolutions enables the speed to be taken up to over 50 m.p.h. on this ratio, if the need arises.

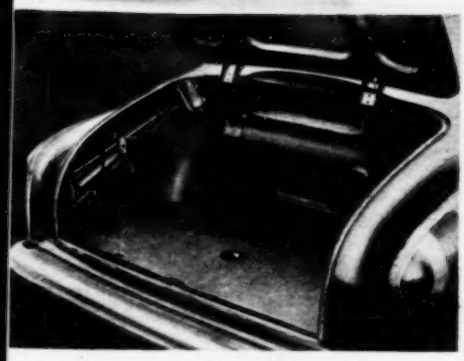
On main roads, with an average load, a true cruising speed of 50 to 55 m.p.h. can be maintained with a pleasant absence of wind, noise or fuss from the power unit, and cruising at 60 m.p.h. gives less sense of effort than was experienced with the previous engine. The engine is both smooth and quiet and the flexible mounting is so effective that one becomes aware of the fact that there are four cylinders and not six under the bonnet only at speeds below 14 m.p.h. on top gear.

Riding characteristics are exceptionally steady for a large, comfortably sprung saloon, and there is practically no pitching. When cornering fast, there is some tendency to roll, which is more apparent because of the exceptional body width, but the little wheels retain a firm grip of the road and the cornering characteristics are exceptionally good for a car of this type. The ride is level and well damped on main roads or on rough tracks, and no excessive amount of road noise is transmitted through the unit structure. A slight vibration is, however, perceptible in the floor of the rear compartment when the speed of the car approaches its maximum.

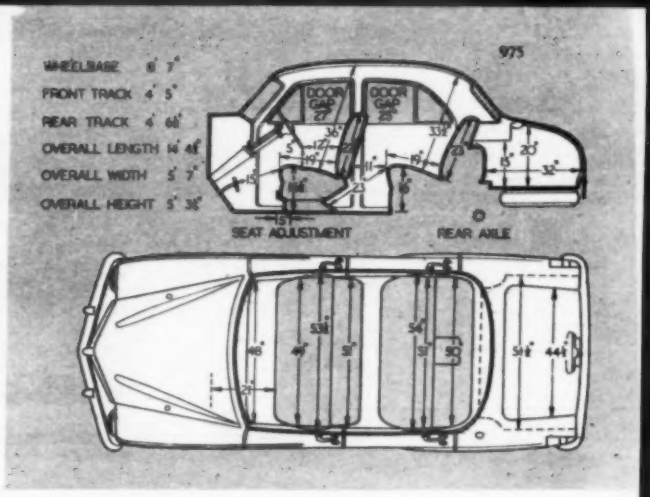
The steering is light and makes parking in crowded spaces easy. The lightness can be a little disconcerting on slippery surfaces, but in general the car can be held into sharp corners with only light pressure on the rim of the slim two-spoke wheel and there is a moderate amount of understeer. The steering ratio, requiring only two and seven-eighths turns from lock to lock, means that it is very rarely necessary to change the position of the hands on the wheel.

The brakes have the special Vauxhall shoe linkage with Lockheed operation; they gave adequate results in all conditions and showed no particular loss of power after hard use. The hand brake is particularly good, being operated by a

The doors are wide, and are held open by positive checks. Controls for the optional radio are alongside the instrument dials. Other switches are grouped below the facia. A press button below the rear seat releases the luggage locker lid.



Visible at the back of the big luggage locker is the fuel tank, and clipped at the side is the jack. The small inspection cover permits inflation of the tyre of the spare wheel, which is carried below the floor, and can be slid out below the bumper.



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

stout pull-up lever beside the driving seat. It has a really positive action and a guard over the ratchet button protect it from accidental release.

The clutch is light and sweet in action and even when making the fastest possible getaway in the acceleration tests it showed outstanding smoothness. For ease, lightness and precision in gear changing, the gear box is fully up to the high standards maintained by previous Vauxhall models. Normal changes between second and top are rendered extremely easy by the baulk-ring synchromesh, and the minimum of skill is required.

Wide doors and a relatively unobstructed floor make the Wyvern an easy car to enter and the seat cushions are large enough to give adequate support on long journeys. Although the dimensions are the same, it was found that the driver of this car was seated more comfortably in relation to the wheel than in the Velox recently tested, suggesting that a certain dropping of the springs had occurred on the seat cushions of the latter car, which was not present on the Wyvern. The upholstery, in a plastic material, is attractively coloured, durable and easily cleaned. Drivers of varying stature are accommodated by an unusually easy sliding seat adjustment which is spring-loaded to help in drawing the seat forward.

A wide, curved screen gives a good range of driving vision but in crowded traffic the thickness of the screen pillars is occasionally rather noticeable. It is not possible to see the left-hand front wing owing to the height of the bonnet, but otherwise there is adequate all-round vision, the rear window being particularly large.

Improvements in Detail

Since this model was tried previously, a better horn has been fitted and a metal facia has replaced the former plastic moulding. The instruments now have plated metal bezels and are more legible. All switches are very clearly marked and controls for the optional heater, fog lamp and screen spray are supplied whether these are fitted or not. The head lamps are fully adequate for the performance of the car, there is a good interior lamp and the instrument lighting is controlled by a rheostat. Drawer type switches for side and head lamps are interlocked to prevent the head lamps being switched on before side lamps, or left on after them.

The push button door locks inside and out excite almost universal praise. All doors can be slam locked and either front door can be opened by the ignition key. It is also a pleasure to operate the windows, which simply slide up and down, but can be locked fully closed, or slightly open for ventilation. Swivelling ventilation panels are provided on both front doors. The screenwipers, which are engine driven, have ample power and are quiet in operation. Equipment includes two vizors and three ashtrays, but no armrests. The optional radio set gives a choice of five stations on a rotary switch.

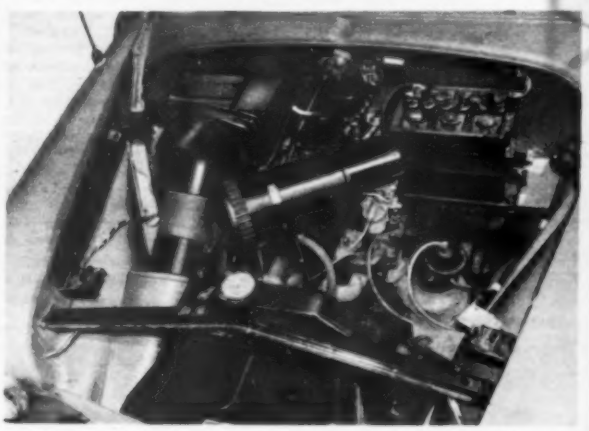
The heater maintains the high standard for which Vauxhall installations are notable. It supplies warm air within a minute from a cold start and the controls give a choice of three ventilation methods: cold, fresh air to the interior and demister; recirculation and warming of the existing air; or fresh warm air fed in continuously, with a cooler supply going to the demister slots.

Although the equipment is sound, the general interior finish, particularly in the floor carpets, could hardly be called luxurious, but is probably reasonable in relation to the low price of the car. Chromium plating of interior components is to current British austerity standards. A fault which emerged was a tendency to jump out of gear occasionally after several miles had been covered at maximum speed; it did not occur at lower speeds.

The bonnet is surprisingly heavy to lift, but can be removed completely in a few seconds for serious work on the power unit. The carburettor is readily accessible, but the air cleaner and heater ducting mask the distributor and fuel pump to some extent; a long spout is needed to reach the oil filler conveniently, and the dipstick might be easier to reach.

The Wyvern may be summed up as a sturdy, simple car with specially good riding qualities, sure road holding and an exceptional carrying capacity in relation to its modest running costs. With its latest engine it has enough performance to meet the needs of a great number of owners and the many mechanical improvements in the power unit should be reflected in still lower repair costs.

The bonnet can be lifted at either side or removed completely in a few seconds. The optional heater and screen spray reservoir are visible. Battery and fuses are accessible, but the dynamo and starter are slightly more difficult to reach.



Bumper and damper mounting bolts are among points which may well be checked and tightened before a long and hard journey. Door locks may be adjusted for security and silence over rough roads; and a roof luggage rack may be fitted, to avoid the heavy tail load for which the lowering locker lid of this car provides the temptation.

PREPARATION OR HOMEWORK

Points to Consider When Taking a Family Car Abroad : Precautions and Improvements

IT has to be admitted that most cars of the old family favourite class have an extremely easy life, shopping, taking father to the station, and venturing on the occasional fine-weather trip to the seaside. The worried feeling that steals over the owner when he contemplates his commitment to take such a car over to the Continent, for 2,000 miles of arduous motoring to the South of France or Spain, with extra loads and rough roads, has some justification. Preparation is taken seriously. Let us consider it.

Garages have a horror of doing things up too tightly. The broken stud in a blind hole calls forth the round oath, a customer's complaint of looseness a "tut-tut." And so, cumulatively, a car grows rather loose. In terms of rattles, this may be tolerable; but in one or two thousand miles, rattles may become failures.

Bumper bolts are usually a poor fit in their holes and depend essentially on the tightness of their nuts to hold the bumper firmly; such large nuts can be done up as tightly as is possible with one hand on a spanner of normal proportions, without fear, but be careful with high-quality ring spanners. They are usually much longer and therefore more powerful for a given size of nut than open-jaw spanners. If bumper bolts are chronically troublesome, as they are on many cars, the normal spring washer may be put under the head of the bolt and a Shakeprufe washer under the nut. These washers have a frill of little sloping tabs round their edges which bite into the face of the nut if it tries to unscrew itself, and, indeed, they plane off a little metal if the nut is removed. Finally, a greased nut can be done up more tightly than a dry one (a point to remember when deciding how much force to use) because of the reduced friction on the threads, which total up to quite a large area. And a fine thread will do up more tightly for a given force on the spanner than a coarse one.

A Bolt for the Job

Black steel bolts are normally of lesser quality than bright, polished steel ones, which can be used as a replacement where the duty is arduous. Certain specialized high-tensile bolts are black, however. The bolts used in the spring damper mountings are in many places in shear and can be a source of looseness and rattles, unless, as too often applies, the bolts are relieved by the total inadequacy of the dampers, a subject to which we will return. The considerations which apply to these and any other bolts of the larger sort are the same as were noted for bumper bolts. Oval bolt holes should, strictly speaking, be drilled for oversize bolts.

Even if the load to be carried on tour is rather substantial, there should be no need to worry about the car's ability to climb hills; indeed, the Alpine and Pyrenean passes are beautifully graded; but British tourists do have trouble with the over-heating of older cars. It takes the form either of losing all the water by boiling, or of a tendency for the engine to stop frequently and then, in a rather baffling way, to start again in ten minutes. This is caused normally by vaporization of the petrol in the pump to carburettor line. The trouble may be lessened if the radiator has been de-scaled within living memory, but the best cure is the bending of the pipe so that it is as far away from the engine as possible, and in extreme cases interposing an insulated shield, or fitting an under-bonnet air scoop to play cold air from the space between radiator block and bonnet. We get this trouble (I confidently expected it myself) because Southern France and Spain are so very much hotter than Britain—after all, that's one of the reasons why we go there—and because their hills are not steeper, but so very much longer, than ours. Carry a can of spare water if the car is a confirmed boiler, and remember that water can be used to cool away vapour locks.

If a car has been tuned to weak economy mixtures, or has a petrol economy device, it may or may not be considered wise to return to normal for taking a heavy load to a hot country. Weak mixtures can cause burnt-out valves, and that very, very far from home. It should also be remembered (though this is driving, not preparation) that the brakes must be spared, by using the engine as a brake, or they may not last out a 2,000-mile trip with many long descents. If there

is any doubt as to whether there is enough life left in the brake linings for the proposed trip, it is troublesome wisdom to have one drum off and look. As a rule, the first and only sign that linings are finished is when you start, as routine, to adjust them and find that there are no more clicks left in the clickers.

Load Spreading

If you are taking four people, there is some hope of restraining the men in the matter of luggage; none as concerns the women. A big load extending out of the luggage locker over the lowered lid, in conjunction with two adults in the back, will cause most pre-war small cars to oversteer and to knock their rear axles violently on the chassis on Continental cobbles and roads. It is only when the Briton goes abroad that he can realize how good the surface (and only the surface) of his own roads is. However high and narrow the model, luggage is better carried on a roof rack, which distributes the weight evenly between both axles. There is no need to worry about stability, for in the first place such models are a lot more difficult to overturn than some people may think, and, secondly, they grow a lot more stable when well down on their springs with a full load. The rubber blocks which in the last resort take the shock when a car bottoms on its axles at a bump were in many pre-war models mere pimples, ineffective and easily destroyed by a knock or two; a good square cut from the tread of a bald, scrap tyre, two thicknesses possibly, or three, is a much tougher and stronger job.

It is not suggested that the measures now to be mentioned would be adopted for a single trip abroad, but they apply to the car that is driven over rough surfaces much faster than its maker expected; is habitually heavily loaded; or is to make regular trips to the Continent.

There are two stages of damper improvement in pre-war small cars. The old single-piston models were not very good and may be replaced, adaptor plates being available for the purpose, by the later double-piston model that is fitted to many current cars. And the small round dampers with a vane action may be replaced with the larger model of the same damper, which was not a bad one, but was often fitted by car manufacturers in too small sizes to be up to its work. The same bolt holes apply, and the damper (not the car) makers *liked* you to do this.

More ambitious, and more expensive, of course, than the replacements mentioned, is the fitting of modern telescopic dampers. This is, for larger cars where better or larger old-type dampers are not available, the first step. Special sets of mounting brackets, and dampers of suitable settings, are available for conversions of popular cars to "telescopics," which continue robustly damping for a period that will probably exceed the life of the car. The modern oil-immersed friction dampers do not have the harshness of the earlier dry kind. Deflection resistance, or shock absorbing, is as great as rebound resistance, or bounce damping. But the little old cars, and many larger ones, too, need a lot of deflection resistance if well-laden or driven fast over an indifferent surface.

Converting the Lights

If plans for the trip include motoring by night it will be necessary not only to arrange for head lamps, or a spotlight in substitution, to dip to the right, but also for making the lights yellow as required by French law. There are two stories: that French drivers and police do not object to a British intrusion of white lights; and that they mind very much indeed. It is better to conform. Two independent searchers recently found (in London) that neither golden bulbs nor golden lacquer for lamp glasses, or even a satisfactory mask, were readily available. Such masks as were offered were of thick and cloudy yellow-brown celluloid, stopping too much light. Both searchers were driven to the same Heath Robinson solution—a permanently dipped spotlight wired to the head lamps' "dipped" circuit, and covered with golden Cellophane off bottles of a patent health drink! Golden Cellophane, without the bottle, could not be found.

Spares

It is a good thing to play for safety in the matter of spares, provided by the maker's agent on a sale or return basis. The list should include plugs, contact breaker spring and points, distributor rotor, condenser, and cylinder head gasket. It may well also contain dynamo brushes (dynamos seem to fail about as often as any component); head, side and tail lamp bulbs; a length of wire cable and insulating tape; a fuel pump diaphragm; and, if the route takes you to anywhere remote, tyre levers and puncture patches —for punctures often come in pairs. A spare inner tube is not a bad idea.

The thought should be not only of what would be likely to fail and might be difficult to obtain, but also of what would deplete the small currency supply. Some people, who doubt their ability to exercise restraint on the long, straight roads, take a spare set of exhaust valves and springs! You have to rely on a local repair in the not unlikely event of a suspension spring breakage, a spare spring being too large and heavy to bother with.

J. R. D

Service Viewpoint

A MATTER OF CREDIT

MANY years ago I knew a man who had a milk round in a small village. He was so kind-hearted that he swallowed every hard-luck story his customers told him to explain why they just couldn't manage to pay this week. In due course he went bankrupt. The official receiver was a man of tougher fibre who got busy among the debtors to such good purpose that within a matter of days he was able to pay off the creditors in full and to hand the bankrupt a handsome surplus as well. I relate this little story to emphasize the importance of credit control.

For some unkown reason, many motorists expect service stations to be more accommodating in the matter of credit facilities than most other tradesmen are. If I, as a comparative stranger, take my watch, shoes or radio set to be repaired, I do not expect to be allowed to collect without paying for the work done; and I see no reason why anybody should expect different treatment from a service station. Yet it is surprising how many of our customers, who have not taken the trouble to obtain credit facilities in the usual manner—that is by completing a form and giving names of suitable referees—arrive with very little money and no cheque book on them, and calmly suggest that we send on the invoice by post and let them take their car away. Perhaps they feel the fact that they own an expensive car ought automatically to entitle them to credit?

Among the worst offenders are small business houses whose financial standing among their suppliers is no doubt unquestioned and who, expecting us to know all about them, send a driver to collect a vehicle but do not arm him with the necessary cheque.

My employers are particularly strict about credit control. Uncompromising instructions have been given to depot managers and there is rarely any difficulty in carrying out these instructions during normal business hours. Unfortunately, however, many customers like to collect their cars in the evening when only the watchman is on the premises. It is clearly impracticable to employ a watchman who has the combined qualifications of a receptionist, works manager and cashier, and it is therefore unwise to allow a watchman any discretion at all; consequently his instructions are, quite simply: No money, no car. His only escape in time of trouble (and some customers can be very menacing when their financial standing is questioned) is to ring up an executive of sufficient status at his home address and obtain a ruling.

Judging Form

THIS whole difficult question is one of opposing points of view. Some customers, on the one hand, know quite quite well that if an invoice is posted to them they are both willing and able to settle by return, and are infuriated by their inability to convince us of their good intentions; others, however, may keep us waiting for months or may never pay at all. We, on the other hand, have no reliable means of distinguishing the good from the bad and can safeguard ourselves only by making the good payers suffer for the misdeeds of the rest.

I do feel, however, that there is really very little ground for complaint. A motorist who has work done on his car knows that he must pay for it eventually. If he is in a position to pay on collection, then I can see no reason why he should object to doing so; but if he is not in a position to pay, then he should not have had the work done at all. The only possible disadvantage, from the motorist's point of view, in paying for repairs on collection of the car is that his position is weakened in the event of the repairs proving to be unsatisfactory. This point does not arise when the repairer is a firm of repute; in any case, it cuts both ways because there are plenty of people who make fictitious or unjustified complaints in the hope of evading payment for the work done, and possibly getting more work done as well.

"Suggest that we send on the invoice by post."

Humming Bird

WE were troubled recently by a car which made a curious humming noise such as is usually caused by faulty front hub bearings. There was nothing wrong with the bearings, however, nor with anything else that we could trace. Eventually we changed the wheels over diagonally (right-side front to left-side rear and left-side front to right-side rear) and the noise ceased. Consultation with the tyre manufacturers elicited the information that certain tread-wear patterns can produce misleading noises.

The moral of this incident is that wheels should be changed round regularly as advised in most manufacturers' handbooks.

I recall a somewhat similar case some years ago. A fairly expensive car was brought in with a complaint of knocking in the rear axle. On test, the noise was at first diagnosed as the result of a chipped tooth on the crown wheel or pinion; but in the light of the make of the car and the fairly small mileage covered, this seemed highly improbable and a further test was ordered, this time with a fitter in the back and the rear seat cushion removed. Only a brief run was required to establish the source of the knock—a patch on the wall of one rear tyre, near enough to the tread to be in contact with the road when under load. This sort of thing just goes to show how careful we have to be with a preliminary diagnosis; we should not have been able to recover our costs from the owner if we had stripped the differential for examination and found nothing amiss! SERVICEMAN.

Powered by the famous XK120 Engine **JAGUAR**

"See what I'm driving at!"

"It's the man who likes driving for its own sake who makes the best driver," said the Colonel. "And there are fewer and fewer of them. Modern cars don't encourage the breed."

"There's always the Riley," piped up the young engineer.

"That just proves my point," said the Colonel. "The Riley is still an individually built car. It's a car that rewards a good driver. That's why you'll find the man in the Riley is pretty well always a cut above the rest in driving skill."

2½ litre Saloon *1½ litre Saloon*

Yes, indeed! Riley *for Magnificent Motoring*

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A NUFFIELD PRODUCT

Left: Falkenhausen's B.M.W. taking the wide left-hand bend almost at the summit of the Galibier Pass. Only the passengers are able to enjoy the majestic scenery accompanying such climbs. Below: the B.M.W. at the Pré St. Didier control.

HIGH-ALTITUDE AFTERTHOUGHTS

Reflections on the Toughest Yet Alpine Rally

SO much happens in the fortnight which the Alpine Rally—including the journey there and back—occupies that one cannot remember all the incidents at the time. In succeeding days they come flooding back and arouse various emotions, some grave, some gay. For in this most strenuous of motoring events there is the human side as well as the mechanical, the crews as well as the cars.

Can you, for instance, imagine the bitter disappointment which must have been experienced by Nancy Mitchell when her Sunbeam-Talbot broke its right-hand stub axle within a few miles of the finish and robbed her of the Coupe des Dames? Or of Godfrey Imhof when his Allard seized its final drive similarly within a few miles of the finish, thus robbing him of the most coveted award of all—an Alpine Cup? Or of Gerakis, the Greek driver of one of the astonishing little Dynas, when a sheared distributor drive at the last minute also robbed him of an Alpine Cup?

Perhaps it was not quite so disappointing for Schwartz to have to retire after the long and strenuous first day's run of over 600 miles because of the illness of his lady passenger, but nevertheless the keen young Frenchman felt it deeply, and at the bar of the Savoia Hotel at Cortina he was, as he explained, "drowning his sorrows." Imagine, too, the feelings of co-drivers who were in collision with lumps of mountain or other obstacles while *they* were at the wheel!

It is remarkable that there was only one bad accident, when father and son Clarou were seriously injured on hitting a lorry at a blind corner; especially when it is considered how many cars ran off the road, which usually seemed to have a precipice on one side and a rock face on the other. Happily there are lighter moments, such as when Sutcliffe, hot and dusty, was found stripped to the waist having a complete wash and brush up at the pump in Pré St. Didier; or at the re-start at Menaggio when Stirling Moss, full of beans after a good night's rest, was trundling his spare wheel to the *parc fermé*, keeping it going by leaping in the air and propelling it with his feet. The inexhaustible energy of youth! There was, too, the expression of amazed incredulity on Ian Appleyard's face when the dimensions of his Jaguar's valves were found not to agree with those stated on the entry form, purely owing to a clerical error in filling up the form.

So much for the human aspect, and now what of the mechanical? That only 23 cars out of 85 starters survived the event is proof enough of its toughness, especially when one considers the standing of their drivers, practically all of whom are well known in racing or trials events. It makes one wonder how many cars would survive if they were handled by less experienced pilots? Mechanical breakdowns were numerous, and in some cases the reason was known or could be guessed at pretty accurately. For instance, George Hartwell's Sunbeam-Talbot was in its third Alpine and it is a fairly safe guess that fatigue in the metal was the reason for his broken connecting rod, for while other parts had been replaced, the con rods had not.

That transmissions should give trouble is not to be wondered at, because it is quite usual to be in second or third gear for 20 or 30 miles on end. There were several cases of gear box failure, including that of Tommy Wise's Jupiter, in which the second gear synchromesh cone broke up. Gott's Jupiter had to be withdrawn because the light alloy brake drums were cracking under the strain of fierce cornering and, indeed, he actually had a wheel come off on the return journey to Dunkirk. Two of the Morgans also lost wheels, but the surprising thing is that more cars were not in the same plight.

Clutch trouble put Ralph Sleigh's XK120 out, and the third Morgan, as well as Imhof's Allard, had final drive trouble. In the Morgan it was the result of a bolt head breaking and

Rolling tyre with Moss! The British racing driver, full of energy after a night's rest, rolls a spare at the double down a Menaggio street.

Alfresco wash and brush up by Sutcliffe at Pré St. Didier while a pretty miss nearly succeeds in hiding her smile from the camera lens.

HIGH-ALTITUDE AFTERTHOUGHTS . . . cont.

jamming between the pinion and crown wheel teeth, although without serious damage to them. On the Allard it was shortage of lubricant that led to a bearing failure. Tasker's Healey, also, lost its third gear on the journey home, or at least use of the gear created so much noise and obviously so much heat, because blue smoke came out of the box, that its use had to be avoided. On this car, as some of the body holding-down bolts had sheared, the panelling had cracked and the whole tail was in grave danger of falling off into the road. The driver explained that he would be all right as the seats would not go with the tail.

Spring dampers gave up the unequal contest to a greater or lesser degree on quite a number of cars, but tyres stood up surprisingly well considering the hot, dry roads and the thousands of bends and corners which they took under audible protest. Some cars, however, used up six tyres in the 2,057-mile journey, a fact which again emphasizes the severity of the Alpine and the demands it makes on both man and machine.

Of course, and as usual, most of those who finished said "never again," but in all probability their names will figure in the entry list again next July. The reason for this undoubtedly lies in the peculiar fascination which the event exercises. In the first place it is known to be so hard that few will survive to drive into the final *parc fermé*, a fact which in itself is a challenge to the entrant's skill and endurance. Apart from that there is the warm welcome which the organizers, the A.C. de Marseille et Provence, always give to French and foreigner alike; for as the president, Baron d'Huart, explained to me: "With our 11,000 members we are just one big family and we look on the Alpine competitors as members of the family returning home." This friendly atmosphere is enhanced at the nightly halts when, after the pleasures of a bath and dinner, the competitors get together to exchange experiences and to await the day's results.

Everyone connected with the Rally seems to go out of his way to be helpful. For example, at Cortina it was necessary to send off a Press telegram during Sunday evening, and the manager of the Savoia Hotel got in touch with the postmaster, who had the little mountain town scoured to find one of his telegraph operators, so that the message came through to London in perfect fashion. Again, at Geneva, when sending off films, there was difficulty because the air freight office was not unnaturally closed at 10 p.m. To cut a long story short the British vice-consul, Mr. Barrett, the officials of Swissair and B.E.A. and the postal authorities gave every co-operation, and on delivering the package to the postal sorting department it was able to be included in the night air mail to London.

A happy memory, too, is the good comradeship of George Hartwell and Major Sherley-Price who, after they had retired at Cortina, proved themselves perfect passengers to the extent that they slept peacefully in the back seats of my Mark VII Jaguar while it cruised comfortably down the *autostrade* at 80 plus or 90 m.p.h. on the way across to the Stelvio. It was a nice gesture, too, of the A.C. d'Aosta, who manned the control at Pré St. Didier and provided free sandwiches and refreshments. For many of the competitors that was the only food they had time for during the day.

Another attraction of the Alpine is the glorious scenery through which most of the route lies, but unfortunately the man at the wheel can see little of it. No wonder, then, that so many competitors would like to go over the course again and take a month in so doing instead of merely five days. Indeed, the tourist who likes mountain scenery could hardly do better than to pick out, say, the Dolomite section and make the route the basis of his holiday motoring.

A. G. D. C.

Gold cup winner Ian Appleyard with his celebrated Jaguar NUB120 at the check point on the summit of the Galibier. He studies the route card while Pat Appleyard bends anxiously over the maps.

NEW CARS DESCRIBED

The Mark II Le Mans Frazer-Nash is slimmer and lighter than its predecessor. The body sides are cut away more deeply and the exhaust system has been redesigned. Bolt-on wheels and bigger brakes are now standard equipment.

Frazer-Nashes Revised for 1953

New Bodies and Rationalized Frame Design

SPORTING successes gained since the war by private owners have produced a steady increase in the demand for Frazer-Nash cars. To mention only two, the first-ever British victory in the Targa Florio will long be remembered and K. Wharton's drive at Jersey a few weeks ago in the new Le Mans Replica made a great impression. In consequence, the small works at Isleworth is now building cars in batches of half a dozen where previously they were built singly, and certain design changes have been made to rationalize production without in any way affecting the exclusive hand-made nature of the car. Generally speaking, the changes have also resulted in lower weight and greater operating efficiency.

There are now four models in production, the formula 2 single-seater racing car, an improved and lightened Le Mans Replica known as the Mark II, a Mille Miglia two-seater with more spacious bodywork, and a new smooth-sided sports two-seater which is as yet unnamed, but has already been ordered by Mr. Briggs Cunningham and Mr. Errol Flynn.

A considerable simplification of production has been achieved by using one basic chassis frame for all these models, adding outriggers, body hoops and scuttle members to suit the individual car. The frame was originally developed for the formula 2 single-seater and is now used for all models. The main elements are two straight steel tubes of 4in diameter and 14-gauge thickness, joined by three tubular cross members. Attachments for the transverse leaf spring and wishbones of the front suspension are welded to the first cross member, and another one, slightly cranked downwards in the centre of the chassis, carries the flexible rear mountings for the power unit. The third cross member, at the rear, carries the pillars which house the pivots of the A-bracket to locate the rear axle.

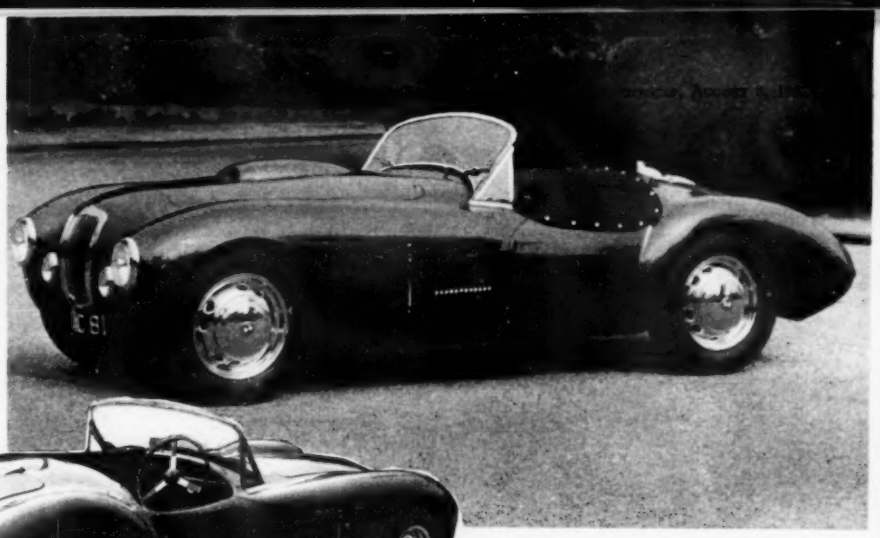
Hoops of steel tube are then added to support radiator and damper mountings at the front, the scuttle, and the dampers and fuel tank at the rear, the scuttle reinforcement being of 16 gauge and 2in diameter.

As the single-seater was described in *The Autocar* of March 21, 1952, attention may now be given to the new Le Mans Replica Mark II. The whole design has been reviewed with the object of reducing weight and increasing efficiency for sports car competitions. It has the new frame, and the body is a new, lighter and slimmer shape, which complies with A.I.A.C.R. regulations, but carries no superfluous width or weight.

The car has gained in appearance from the change and has a neat new tail which opens to reveal a spare wheel firmly hung on the frame. The small luggage container which existed at this point has been abandoned. Cockpit sides are swept lower than before, to allow the driver the maximum space for manœuvre, and standard equipment includes a small transparent plastic screen in front of the driver. No hood or side screens are normally provided. Instruments comprising rev counter, oil pressure gauge and thermometers for oil and water are grouped on a small panel in front of the driver.

A new exhaust system has been adopted,

One of the latest batch of formula 2 racing cars photographed outside the Frazer-Nash works. All models now carry the same radiator grille. The plated centre-lock wheels shown here are among the optional equipment.



In its latest form the Mille Miglia Frazer-Nash has a wider body giving more interior space without sacrificing the rakish lines for which it is famous. The tail conceals a luggage locker with carrying capacity altogether exceptional for a sports car. Bolt-on wheels and bigger brakes are now fitted.

Frazer-Nashes Revised for 1953 . . . continued

with twin tail pipes collecting from two three-branch outlets. These two tail pipes pass through a common Servais absorption-type silencer, thence continuing separately to the rear. A smaller, lighter battery is now fitted, and there is a door on the driver's side only. In common with all other models, the new Le Mans Replica will have bolt-on steel wheels as standard equipment. The former centre-lock steel discs can still be had to special order, but the bolt-on wheels offer a valuable saving of some 40 lb in unsprung weight and, being more concave in section, allow space for wider brake drums. The drum diameter is the same, 11in, but the width is increased from 1¼in to 2¼in, giving an increase in brake lining area from 133 to 162 sq in.

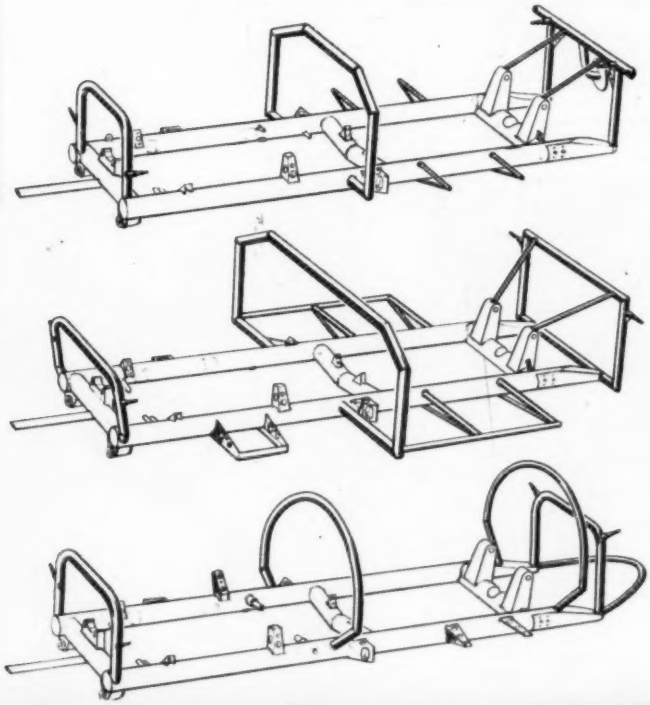
Immediately behind the driving seat is a 15-gallon tank and the car is fitted as standard with a full-length undershield. The normal axle ratio is 3.6 to 1, but as usual, Frazer-Nash buyers have a wide choice of gear and axle ratios to suit individual requirements. The various modifications have put the weight of the Le Mans Replica Mark II more than 200 lb below that of the Mark I, and with two gallons of petrol plus oil and water, the weight, complete with wings and lamps, is now quoted as 1,400 lb.

The Mille Miglia two-seater is continued but the body has recently been improved and has been given considerably greater interior width without sacrificing the sleek lines which have attracted so much attention. The new frame and a change in the construction of the rear end have reduced the weight by 60 lb.

The Mille Miglia has one of the largest luggage lockers to be found on any fast open sports model in similar cubic capacity classes, and can be used as a thoroughly practical touring car. The standard equipment includes a sloping, full-width screen with hood and side screens. Normally this car is now offered with a new version of the Bristol engine which gives 100 b.h.p. at 5,000 r.p.m., but it can be supplied to special order with the Frazer-Nash competition engine of 125 b.h.p. The touring engine has different camshaft, connecting rods, pistons and clutch and, unlike the Le Mans Mark II, this car is not fitted with Al-fin brake drums unless specially required. The weight of the Mille Miglia in its latest form is 1,850 lb.

The new model for 1953 is a sports two-seater of simple but effective lines, primarily designed as a fast touring car, with exceptional weather protection for those who want to enjoy the Frazer-Nash hand-built individuality, but are not specially interested in competitions. This car will be supplied with a hood, full-width screen and specially rigid frames containing sliding windows which can be attached to the doors when required. It will have big, comfortable seats and the

The same basic chassis frame consisting of two straight tubes joined by three tubular cross members is now used for all Frazer-Nash cars. Scuttle members and body brackets are varied according to the individual model and these three sketches show how the frame is adapted for (top) the Le Mans Replica Mark II, (centre) the Mille Miglia and (bottom) the single-seater.



For Town or Country

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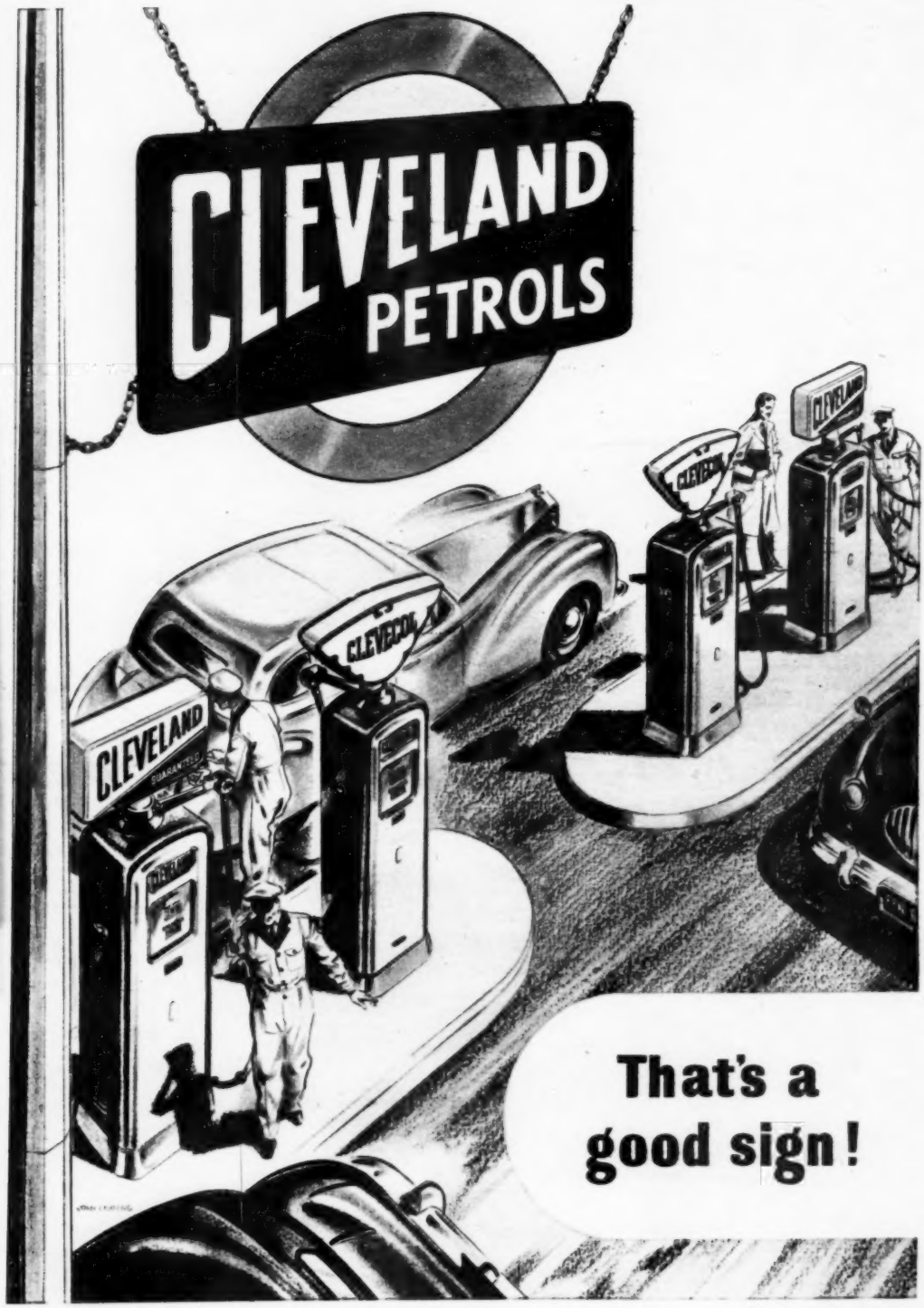
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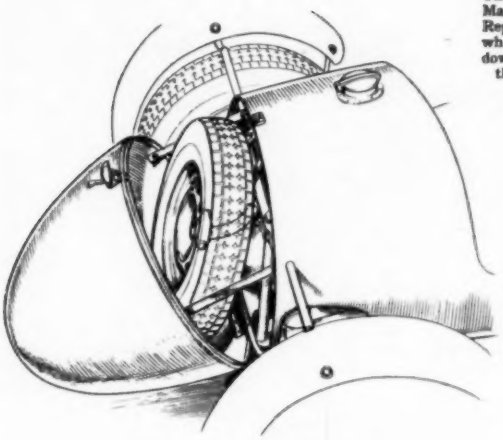

On the new slim Mark II Le Mans Replica body the whole tail hinges downwards to reveal the spare wheel.

Frazer-Nashes Revised for 1953 . . . continued

touring engine giving 100 b.h.p. on a compression ratio of 7.5 to 1. Weight in this form is approximately the same as for the Mille Miglia, 1,850 lb, but a competition version is also envisaged in which lightweight bucket seats would be installed and the power unit would be the full Frazer-Nash 125 b.h.p. version. It is expected that this car will be about 110 lb lighter, but it will cost £300 more.

The power unit for the single-seater and the Le Mans Replica, optional in the other two cars, is the well-known six-cylinder engine, built by Bristol to Frazer-Nash specification, delivering 125 b.h.p. at 5,500 r.p.m. Detail modifications introduced from time to time have steadily improved the reliability of this engine at high outputs and it is known to be capable of well over 130 b.h.p. when modified for racing.

The 100 b.h.p. touring version offered as standard in the Mille Miglia and the touring two-seater has the same basic design, but differs in detail from the more powerful version. Transmission is through a four-speed synchromesh gear box with an extension shaft in an aluminium housing behind the gear box. From there a short propeller-shaft, only 22in long, takes the drive to a spiral bevel rear axle.

Suspension on the sports cars has recently been improved by introducing more and thinner leaves into the front suspension. Spring interleaving is now used and the spring leaves are slightly relieved at the ends. This modification has brought the front suspension rate down by 80 lb in. At the same time the diameter of the rear torsion bars has been reduced to 0.65in, reducing the rate by 50 lb in. The telescopic dampers fitted all round have been given a constant leak on bump as well as rebound and the overall result is said to be a much smoother and more comfortable ride, especially at low speeds, without loss of controllability when travelling fast.

The rear axle is located by a swinging A-bracket carrying a ball which engages in a self-adjusting steel housing in the axle casing, lubricated by oil mist from the final drive.

Equipment on the touring models includes electrically operated reserve fuel tanks which trap a reserve of two gallons. All models have bodywork panelled in 16-gauge aluminium on a steel tubular framework. Upholstery is in leather over Dunlopillo and all details of colours, upholstery and finish are entirely according to the purchasers' requirements.

SPECIFICATION

Engine.—6 cyl, 66 × 96 mm, 1,971 c.c. O.h.v. in hemispherical light alloy heads with vertical and transverse push-rods. Compression ratio 8.5, 9 or 9.5 to 1. Competition engine 125 b.h.p. at 5,500 r.p.m., touring engine 100 b.h.p. at 5,000 r.p.m.

Transmission.—Single-plate clutch. Four-speed gear box with synchromesh second, third and top. Overall ratios 3.6, 4.65, 6.56 to 1. Reverse 13.0 to 1. Axle ratio 3.6 to 1, others available. Spiral bevel final drive.

Suspension and Steering.—Independent front by transverse leaf spring and wishbones. Torsion bar rear with axle located by A-bracket. Telescopic dampers. Rack and pinion steering.

Wheels, Tyres and Brakes.—Bolt-on disc wheels with 5.25-16in tyres. Centre-lock wheels optional. Lockheed hydraulic brakes, 2LS at front. Drum diameter 11in. Braking area with bolt-on wheels 162 sq in. Al-fin drums on single-seater and Le Mans Replica.

Dimensions.—Wheelbase 8ft. Track 4ft front and rear. Kerb weight: Le Mans Mark II 1,400 lb, Mille Miglia 1,850 lb, touring two-seater 1,850 lb, single-seater 1,175 lb.

Prices.—Single-seater formula 2 and Le Mans Mk. II £2,000 plus £1,112 12s 3d purchase tax (repayable in certain cases on single-seater racing cars). Mille Miglia (standard) £2,250 plus £1,251 10s purchase tax, total £3,501 10s. Touring two-seater (standard) £1,950 plus £1,084 16s 8d purchase tax, total £3,034 16s 8d.

An addition to the Frazer-Nash range for 1953 is the sleek, smooth-sided two-seater with bolt-on wheels available with an engine giving 100 b.h.p., intended for those who want Frazer-Nash performance and controllability but are not primarily interested in competitions. The windscreen, not shown here, is similar to that of the Mille Miglia.

Founded by the Norman Earls, Richmond Castle, in Swaledale, Yorkshire, provides a feudal background for the riverside village of Bargate Green.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

SILVERSTONE COMMENTARY

More Information and Less Patter Required

[64351.]—The Silverstone meeting on July 19 cannot pass, I feel, without some remarks on the commentary for the people on the track.

Those of us who had to endure it were treated to what in my opinion was far from what a race commentary should be. During both the British Grand Prix and the *Daily Express formule libre* race, the commentator at the pits grandstand forgot his associate at Stowe Corner and carried on talking, although the first six cars were, by then, past Stowe.

Need we dwell on the remarks of the same commentator when Gonzalez and Wharton changed cars? We were informed that this was very wrong and that the B.R.M. was not likely to make headway against the Ferraris or make up the places lost as a result of the swop. I am not a B.R.M. fan myself, but was the first to acknowledge a first-class race by Gonzalez, which cheered the many spectators.

During the British Grand Prix, when the Stowe Corner commentator asked sensible questions of the other, and made some comments on a few occasions, he was either stopped or received, in my opinion, unwarranted replies.

To conclude, I most sincerely hope that the B.R.D.C. and the *Daily Express* will take more note of this important side of a meeting's organization. Let us have more racing news in the commentaries and less patter. More news of lap speeds and times, and information about cars, drivers and pit work, is what is required. CHARLES BODEGA.

Edgware, Middlesex.

[Comment on this subject appeared on page 901 of the July 25 issue.—ED.]

POOL PETROL

Could Not Tetra-ethyl-lead be Added?

[64352.]—Even with pre-war quality petrol certain cars, my own 12 h.p. Renault among them, were prone to pink. In fact, I always used B.P. Ethyl or Cleveland Discol. It seems, therefore, that even with a return to branded petrol, some cars still be afflicted with pinking.

Is there no prospect of petrol treated with tetra-ethyl-lead again being available, and if not, why not? One would imagine that even Pool petrol so treated would largely eliminate the pinking trouble. A. C. D. HOLMES.

Kettering, Northamptonshire.

[Pool petrol is already leaded.—ED.]

WARMING UP

The Ideal, Circumstances Permitting

[64353.]—In his letter on piston speeds, Mr. A. B. Folger [64268] raises a point which I suspect is a hardy perennial in this country, but then I am a comparative newcomer. I refer to his statement that bore wear depends almost wholly on the treatment of the engine during the warming-up period and on the number of cold starts in a given mileage.

Taking the second point first, what is the approximate ratio of wear when cold to wear when running at normal temperatures? I have heard that it is of the order of ten to one. On the first and major point, just what is the correct treatment of the engine during the warming-up period? It is obvious that this period must be reduced to the minimum possible time.

The old idea of letting the engine tick over (at about 1,500 r.p.m.) for ten minutes or so before setting off in the morning has died a natural death on the grounds that the warming-up period is unduly prolonged, mainly because there is no load on the engine. Conversely, the answer would appear at first sight to be to roar off at high speed immediately after a cold start. However, this is too much of a swing in the opposite direction,

and I shudder to think of the metal-to-metal pick-up under such conditions of inadequate lubrication.

In the hope that it is the best solution, I steer a middle course, in a car which runs at an oil pressure of 30 p.s.i. at normal cruising of 2,000 r.p.m. and a temperature of 75-80 deg C. I begin with a stationary warm-up of about two minutes at 700 r.p.m. If there is time, I switch off and do not start up again for at least five minutes. During this period, owing to convectional circulation of the water, the temperature rises on the gauge to 40-45 deg. Thus the heat generated by a couple of minutes' running is used to warm the engine for another five or ten minutes without any further wear. With or without this luxury, I start off and keep my revs below 1,000 (22 m.p.h. in top gear) until:—

(a) temperature reaches 60.
(b) oil pressure drops to 30.

From a cold start, (a) of course occurs well before (b). From a not so cold start, say, after standing for an hour in mild weather, (b) is first. Once these conditions are reached, I increase revs, but only up to a limit (about 1,500) such that the oil pressure does not exceed 35, and maintain this as a maximum pressure with, of course, gradually increasing revs as the oil further warms up, until the pressure drops to its normal 30. The operation up to the (a) and (b) stage occupies 2-3 miles in summer and about 4 miles in winter; and the complete warm-up about 4 miles in summer and 6 in winter.

The principle I work on is that the engine warms up quickest under the load of pulling the car, but this is not overdone by immediate high revs. As a further aid to rapid warm-up, I leave my anti-freeze mixture in the coolant system all the year round. I do not find this causes excessive over-heating on long runs in summer as prophesied.

I would be glad to know other readers' views on whether I am right or, if not, just what is the best method of minimizing cold engine wear. I. J. LIGHTFOOT.

Otford, Kent.

ROVER TURBINE CAR

Similarity of Stillite to Glass Wool is Incidental

[64354.]—We have read, with great interest, Mr. F. R. Bell's account of the Rover turbine car in your issue of July 4.

May we, however, draw attention to a slightly misleading statement regarding the acoustic and heat insulating material used for exhaust silencing? Stillite is a grade of mineral wool manufactured exclusively by us from a certain type of rock and slag. Any similarity to glass wool is purely incidental. Both these materials are fibrous in form but our product is capable of withstanding temperatures in excess of 800 deg C (1,472 deg F). J. W. DAWSON,

London, W.C.2. Stillite Products, Ltd.

INDICATORS

The C se for the Flashing Type

[64355.]—Despite the fact that flashing direction indicators have been observable on American cars every day in London for some years, Mr. Richard Colingridge (64325) states that he noticed them for the first time when he visited Switzerland last Easter. I am inclined to think that his powers of observation cannot be very good, and that, possibly thereby, his views on these indicators may be somewhat prejudiced.

In my opinion a flashing light attracts attention more readily than a steady one, which no doubt accounts for the use of the winking light for lighthouses, and so on, and on police kiosks when it is desired to attract the attention of the man on duty. With regard to your correspondent's remark about pedestrians watching a car's indicator, I should like to know how he sees the semaphore type if he happens to be standing to the side of a car opposite that on which the indicator is "out"—particularly when, as on many cars, it is mounted below the waistline. The flashing type, mounted on the front or rear quarter, is visible from a much wider field. Furthermore, the semaphore has to be of light construction to be efficient, and the small translucent arm is often very difficult to see against a bright sky, as compared with a *clignoteur* backed by a solid metal panel, and the latter can be hooded against direct sunlight, as on the Simca Aronde and some other French cars.

The greatest objections to the semaphore type are its vulnerability and mechanical unreliability. One sees far too many cars driven along perfectly straight roads with an unlighted indicator sticking meaninglessly out. And they are a menace on modern low-built cars with full-width coachwork—vulnerable to themselves and dangerous to passers-by on narrow pavements. A man I know had to have extensive repairs done to the whole side panel of his beautiful new car because some nasty-minded individual caught hold of the indicator arm as the car passed him close to the pavement, and only this week I observed a group of boys playfully grabbing for the indicator of a Hillman Minx convertible as it went by.

Flashing indicators can be built-in to modern coachwork much more satisfactorily than semaphores, the slot for which is often difficult to incorporate in the right place without spoiling the line of a panel, and they are less likely to fail mechanically. It is to be hoped that they will soon be legalized for use in this country. G. V. HAYWOOD.

Gillingham, Kent.

SQUARE ENGINES

Standard Production of Hotchkiss Company in 1906

[64356.]—Your young correspondent writes on the subject of "square" engines [64317], and I expect his letter has a bearing on Mr. Lanchester's recent letter [64257] on the same subject. Perhaps he (D. L. Boyd) would be interested to know that as far back as 1906 the square engine was a standard production of the Hotchkiss Company. Their 25-35 h.p. engines were 120 mm by 120 mm, and the 20-30 type, 115 (bore) by 120 mm. Both models were a pleasure to drive.

Mr. Grose's 1906 Hotchkiss at the foot of Bore Ghat. [Letter 64356].

Lord Shrewsbury, when chairman of the British Automobile Commercial Syndicate Co., Ltd., sent me his own Hotchkiss to Bombay to enable me to compete for the Mysore Cup in January, 1906. I was runner-up. I still have the Hotchkiss catalogue for 1907. One page is taken up with my report on the car's achievement in the trial, giving two photographs.

It is good to know that both the Vauxhall and Ford companies are reverting to the "square" engine. A. M. GROSE.

Newquay, Cornwall.

STYLING

Opinion on Improving a Vauxhall Velox

[64357.]—Your correspondent, Mr. C. W. Marsh [64243] writes that he is "not in the habit of rushing into print." I wonder how many more of us, who so warmly endorse his restrained taste in car design, share his reticent habits. Perhaps if we were more vocal or more given to the written word, British-made cars of today would be less encumbered with tin-foil rubbing strakes and chromium-plated internal "plumbing."

Mr. Marsh is, in my view, absolutely right in principle, but a little pessimistic in fact. I believe that with few exceptions, British designs today are basically sound. It merely seems that there is a process nowadays in the manufacture of our cars which is rather akin to what happens to the perfectly good naked Christmas tree that you take home to your wife and children on Christmas Eve. It goes through a "dressing up" stage. But the effects on the Christmas tree are more pleasant.

To demonstrate my point, I retouched—with the only instruments at my disposal, a pen and a pencil—the photographs of the new Velox which appeared in your issue of June 13 (the latest to reach me). I reduced the air-intake decoration to a

CORRESPONDENCE . . . . . continued

minimum, and the maker's badge above it likewise. I unplated the rubbing strake (it refused to respond to total elimination) and have done my best to level off the artificial rear-wing moulding. The result, to me, is far more attractive, and exhibits the basically sound proportions of the car, and its resulting beauty of line. A lower bonnet would help still more, but as it is, I would be proud to own it—and I have a suspicion that it would earn no fewer dollars than it does now. Presumably, too, it would be a couple of pounds lighter and perhaps thirty shillings cheaper! MAJOR P. E. HUTCHINS.

H.Q. British Troops, Egypt,
M.E.L.F.14.

ENTHUSIASM

A Youthful Reader's Approval from New Zealand

[64358.]—I would like to express my great appreciation of your publication. At present most of my motoring is done through the pages of *The Autocar*, but by next year I hope to be the owner of a vintage Austin Seven.

I read and enjoy all the features of your journal; it has helped me a great deal with my driving and I like the Road Tests (new and used), T.O.S.C., and technical articles best. (Not forgetting "Disconnected Jottings!")

I was very interested in the "youngest reader" correspondence last year. I am sixteen, and have been a regular subscriber for some two and a half years.

I have managed to procure a fairly good series of immediate post-war *Autocars* at second-hand bookshops, and would now be glad to be able to pick up some pre-war copies. I wonder if any New Zealand reader could help me with this?

In concluding, I would like to thank you for your beautiful pictures of the British countryside.

I think *The Autocar* is just right! JOHN WATSON.

Auckland, New Zealand.

DALE COUNTRY

Bonnie Prince Charlie's Premature Demise

[64359.]—In your issue of July 18, Frank Rodgers states in his article on the "Dale Country": "Here Bonnie Prince Charlie was proclaimed King of England during his march on London in 1745, but a few days later he passed through again in retreat, *to death at Culloden*." After reading that howler who could rely on any of the other statements made in the article?

Caernarvon. CELT.

B.R.M.

Not to Blame for Failure at Silverstone

[64360.]—Whatever may be thought of the B.R.M.'s failure at Silverstone, let us admit that the cars provided the most exciting bit of motor racing which has ever been seen in England. If Gonzales had not "run out of road" there is no doubt he could have caught Taruffi's Ferrari, and won the race; but it would not have been nearly so exciting! Any racing car, when driven without restraint, is always liable to break some over-stressed part. I do not think the B.R.M. should be blamed for its gear box failure, considering the way Gonzales was flogging it.

The race at Silverstone demonstrated that the B.R.M. is the only car which is superior to the Italians in speed, acceleration and cornering. The bad luck which robbed it of a triumph is irrelevant. ROGER NORTH.

King's Lynn, Norfolk.

SIGNALS

Importance of Keeping Indicators in Working Order

[64361.]—I was most interested to read in "Disconnected Jottings" (July 18) that Dover Rural Safety Committee advocated the elimination of all hand signals other than "I am about to turn right."

I cover about 25,000 miles a year on British roads, and, of recent months, have more and more come to the same conclusion. No two drivers, even experienced ones, can be relied on to give identical signals in similar circumstances, and one is constantly being misled. In particular the "I am slowing down" hand-wagging has become absurd. When traffic lights are at "red" or the road ahead is obviously blocked these signals are unnecessary. In the event of a sudden emergency there is not time to give them, and the driver concerned should be wholly concentrating on "avoiding action." In any case what are stop lights and direction indicators for? They should both be compulsory and *kept in working order*. The Duke of Edinburgh recently advocated closer co-operation between all the bodies concerned towards road safety. I suggest that, as a start, manufacturers should stop fitting indicator switches that are returned by the steering mechanism. These are usually the cause of indicators remaining out because the steering has not needed to be turned sufficiently to engage the return trip mechanism. Would it not be cheaper and more efficient if all cars were fitted with a standard time switch? I have always found these quite the most satisfactory method of operation.

As there is talk at present of modifying the Highway Code I hope you will give this matter some publicity in the hope that other road users may air their views to our mutual benefit.

Old Windsor, Berkshire. R. G. SUTHERLAND.

CROSS-CHANNEL RIGOURS

Motoring Organizations Not to Blame for High Charges

[64362.]—I envy Mr. G. Ramage [64285] his travels abroad. Does he fully realize that the motoring clubs and most other authorities have to pay their employees?

I feel if he studied all the costs involved he might appreciate the good service and courtesy given. C. R. HOUGHTON.

Chasetown, near Walsall.

LONGEVITY

A Rover's Astonishing Mileage

[64363.]—I read in your issue of June 20, in "Used Cars on the Road," a report on a 1947 Rover car of unspecified mileage.

I have a 1935 (January) Rover 10, which is approaching 250,000 miles (and I should be pleased to lend this to your staff for test if you consider it of sufficient general interest). This car is definitely *not* for sale. It has been serviced by my own fitters and I feel that it proves that, with proper servicing, such well-designed cars *can* be kept on the road indefinitely.

My brother has a similar Rover, also 1935, which has done a mere 180,000, which you could also see no doubt.

Maidenhead, Berkshire. W. L. JAMES.

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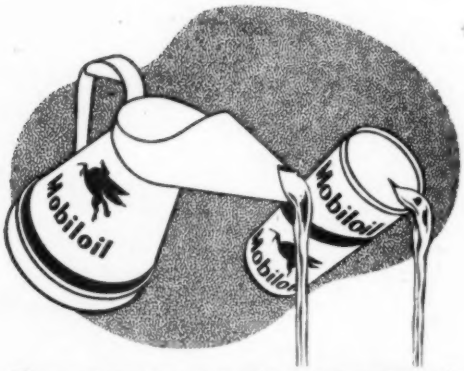

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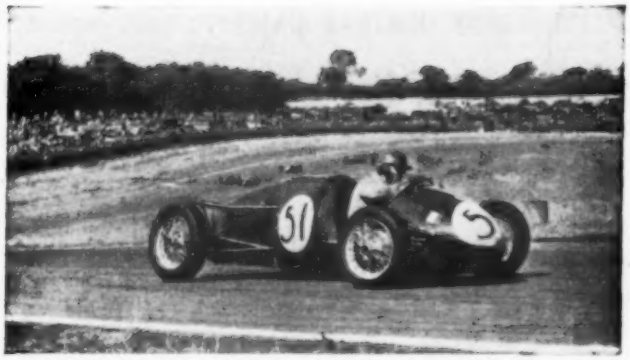
BRANDS BANK HOLIDAY HATCH



The Erskine-Staride had its best run to date ; here is André Loens, who brought it into second place in the big race.

Excellent Racing and Holiday Atmosphere Despite Heavy Showers at Kent Track

ALTHOUGH August Bank Holiday Monday lived up to the British tradition by producing showers of rain at intervals, these failed to damp the ardour of a very large crowd of spectators at Brands Hatch, in Kent, at the *Daily Telegraph* International Challenge Trophy race for formula 3 cars. The sky was overcast for the greater part of the afternoon—the sun appearing only for the benefit of the Band of the Royal Artillery, whenever it nobly came out to play—but although the track got wet at times, it quickly dried again and some very high speeds were recorded.

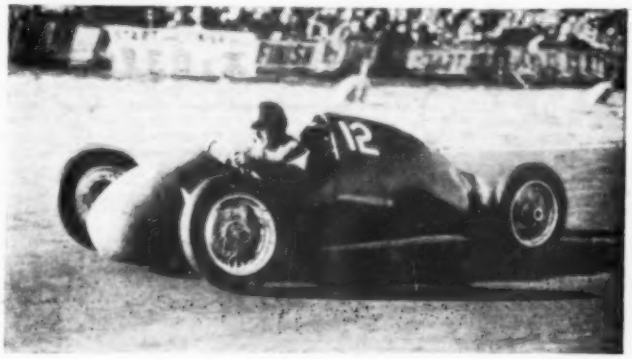
Actually, there were two main events, each run in four heats and a final, and both were hotly contested indeed. The international element at the meeting consisted of two J.B.s, the Bossaert and the Surva from France; the two Beels-J.A.P.s from Holland; the Scampolo-D.K.W. of Hellmut Deutz, from Germany, and Paul Swaelens' Cooper from Belgium. None of these constituted a serious threat to the British entry.

A severe shower caused the first heat of the August sprint race to be run in very bad conditions; J. K. Brise's Cooper-J.A.P. scored a decisive victory, but the feature of the heat was the determined drive of Deutz in the fantastically noisy Scampolo. He fought his way into fourth place and thereby qualified for the final. As the remaining heats were run off the conditions improved, the winners being George Wicken and Bill Whitehouse with Cooper-Nortons, and Don Parker's Kieft-Norton, which vanquished Stirling Moss' similar car. The final, run over ten laps, was excellent, the track by now being dry. Although Moss got out in front, Parker came through to lead after three laps, and was never in danger. Moss, however, in his endeavours to catch him with a car which was perceptibly slower in maximum speed, set up a new lap record for the track with a lap in 50.4 sec, equal to a speed of 71.43 m.p.h. Whitehouse's Cooper was a good third, in front of André Loens in the Erskine-Staride. Unfortunately Deutz overturned the Scampolo on Paddock Bend, but happily escaped with only cuts and abrasions to show for it.

This was an excellent start, as it were, and the crowd now waited impatiently for the heats of the *Daily Telegraph* race. The two previous winners of this event were George Wicken (in 1950), and Bill Whitehouse (last year), and they were both there again to try to score a double. The heats were ten laps long, the final thirty; quite a distance on the circuitous one-mile kidney-shaped circuit which is Brands Hatch. The first heat was all Don Parker once more, although as he crossed the finishing line a rear suspension cable broke. In this heat occurred the only really ugly-looking accident of the meeting, when J. Gregory's Cooper and F. Hobart's J.B.S. became involved on the lower straight, the former rolling over very hard. The driver, although he lost much skin from his back, was fortunately not badly hurt. The second heat was principally a duel between the Cooper-J.A.P.s of J. K. Brise and Norman Gray, the former holding the advantage; in the third, the Kiefts of Moss and Headland showed Wicken's Cooper-Norton the way home, and Paul Emery, with the latest Emeryson (which had been very fast in practice), vanquished Loens' Staride in the fourth heat; the last, incidentally, was the fastest race average of the day.

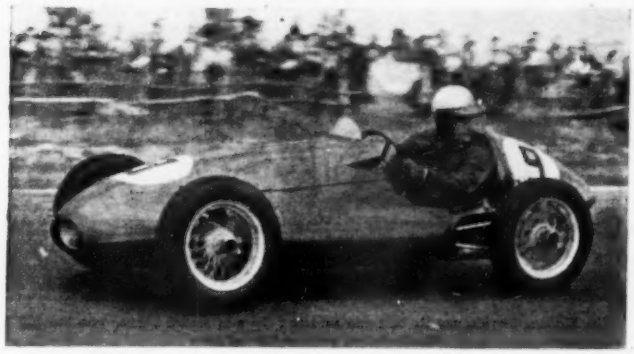
Before the final of this race, there were first an interval, with band, during which John Cooper did a couple of demonstration laps with the streamlined record-breaking Cooper-J.A.P., and secondly a consolation race for those who had not qualified for the final of the main event. This provided an excellent duel between John Habin, driving the Leston-Norton special, and ex-motor cyclist Harold Daniell with his Emeryson; the former led for most of the distance, but the latter received the chequered flag first—which is what counts.

Then came the big race—and what a race it was, run throughout at a cracking pace. The front rank of the grid was composed of Emery (Emeryson), Moss (Kieft), Loens (Staride) and Headland (Kieft), while Parker and Wicken were in the second row. When the flag fell, Moss shot ahead in typical fashion, and in two laps had built up a useful lead over Loens, while Parker was at the rear of a tight bunch consisting of Emery, Wicken and Headland. These four had a very tough struggle for several laps, the order changing continually; once Parker seemed likely to come through on Clearways, but



The hero of the day, Don Parker, winner of both the main events, brings his Kieft-Norton round on the last lap of the "Daily Telegraph" International Challenge Trophy race.

BRANDS BANK HOLIDAY HATCH . . continued



Paul Emery looks round for the opposition as he wins Heat 4 of the main event. The Emeryson-Norton is shown at the top of Paddock Hill; this is the new prototype car, which like its predecessors uses f.w.d.

Don Parker, bedecked with the victor's garland, looks happily on as champagne is poured into the Challenge Tsophy.

unaccountably dropped yards behind again. Meanwhile, Moss was well away; but finally Parker disposed of his opponents and set off after the leaders. Slowly he came up behind them; then he passed Loens, whose Staride was by now almost brakeless, and the latter swung in so sharply to tuck in behind that he caught a rear wheel of Parker's car with the nose of his own—but no damage resulted. Then Moss' hoodoo struck once again. As the Kieft approached Clearways there was a bang and a cloud of smoke and oil; the connecting rod had broken, practically severing the crankcase in half and wrecking the engine. This left Parker, also Kieft-mounted, in an unassailable position, and he made no mistake about it, scoring his second win of the day.

This was well deserved, and a pleasant recompense for his appalling luck in the formula 3 race before the British G.P. at Silverstone, when his primary chain broke when he was in the lead with but a quarter of a mile to go. Loens was second, and the interest of the last few laps was centred on Webb, whose Kieft challenged Wicken's Cooper for third place; but Wicken clung on to his position, by a mere two or three feet as they crossed the line. And that was the end; and after Don Parker had received his enormous trophy—almost as big as himself—and done a lap of honour, followed by the two placemen, the crowd diverted their attention to the problem of getting home amid the Bank Holiday traffic.

RESULTS

Lap distance 1 mile.

August Sprint (5-lap heats, 10-lap final): heat winners: Cooper-J.A.P. (J. K. Brise) 57.44 m.p.h.; Cooper-Norton (O. H. Wicken) 60.09 m.p.h.; Cooper-Norton (W. J. Whitehouse) 64.70 m.p.h.; Kieft-Norton (D. Parker) 66.77 m.p.h. **Final:** 1, Kieft-Norton (D. Parker) 8m 46.8s. 68.34 m.p.h.; 2, Kieft-Norton (S. Moss); 3, Cooper-Norton (W. J. Whitehouse); 4, Erskine Staride-Norton (A. Loens); 5, Emeryson-Norton (P. Emery); 6, Cooper-J.A.P. (N. J. Gray). **Record lap:** Moss, 50.4s. 71.45 m.p.h.

Consolation Race (10 laps): 1, Emeryson-Norton (H. L. Daniell) 9m 11.8s. 65.24 m.p.h.; 2, Leston-Norton (J. D. Habin); 3, Emeryson-Norton (P. de F. C. Pycroft); 4, J.B.S.-J.A.P. (V. J. Firth).

Daily Telegraph Trophy (10-lap heats, 30-lap final): heat winners: Kieft-Norton (D. Parker) 68.72 m.p.h.; Cooper-J.A.P. (J. K. Brise) 66.62 m.p.h.; Kieft-Norton (S. Moss) 67.90 m.p.h.; Emeryson-Norton (P. Emery) 68.73 m.p.h. **Final:** 1, Kieft-Norton (D. Parker) 26m 50s. 67.92 m.p.h.; 2, Erskine Staride-Norton (A. Loens); 3, Cooper-Norton (O. H. Wicken); 4, Kieft-Norton (W. Webb); 5, Cooper-J.A.P. (J. K. Brise); 6, Kieft-Norton (C. D. Headland); 7, Cooper-J.A.P. (N. J. Gray); 8, Kieft-Norton (J. F. Westcott).

BENTLEY D.C. AT SILVERSTONE

THE die-hards, who still prefer their power to be delivered infrequently and in large lumps, had a first-class day's racing on Saturday at the Bentley Drivers' Club meeting at Silverstone. The spectacle in the paddock was magnificent, with 27 competing Bentleys and many more belonging to spectators; and the assembled splendour of all these cars was thoroughly stirring.

The full programme lasted from 11 a.m. until 5 p.m. and started with a sprint event on the main runway between Becketts and Woodcote corners. The cars were scheduled to run in pairs, from a standing start, over a distance of a quarter of a mile. At the last moment the finishing line was moved back 50 yards to allow more room for braking before Woodcote Corner. Two runs each were allowed, and the better times counted for awards. Although a quick get-away is not among the more important features of these cars, some fast runs were made in the unblown 4½-litre class, and J. A. Williamson's time of 26 sec was equal to that of W. A. L. Cook's 57SC Bugatti. Fastest of the lot was Forrest Lycett's 8-litre, with a run of 22⅘ sec. which bettered G. M. Crozier's time in the Barnato-Hassan 8-litre by ⅘ sec.

For the high-speed reliability trial and races a 1.6-mile circuit was used, consisting of part of the runways and part of the perimeter track. In the former event competitors had to complete 31 laps (50 miles) during which one pit stop had to be made. This entailed removing a wheel, trundling it once round the car, and replacing it. Before the start each driver had to declare the time in which he expected to complete the distance. Of the nine starters, R. MacIver's 3 litre and J. Norris' 6½-litre retired, and the remaining seven had an exciting drive. A light shower of rain made the track thoroughly slippery, and, at Woodcote, car after car span into the grass. Anything less wieldy than a vintage Bentley in these conditions must be hard to find, and it was a relief when the sun came out and dried the track. Results were obtained by computing each competitor's declared time and his actual time; anyone who exceeded his declared time by more than five minutes was disqualified.

Next came the first and second scratch races, run concurrently over a distance of seven laps, for 3-litre cars, and for 4½-litre cars with a wheelbase of 10ft 10in. Of the twelve entries D. Halliday's 4½-litre took the lead in lap 1 and held it until lap 5 when he was passed by Ben Wyatt driving P. Woozley's 4½. D. McKenzie's very fast 3-litre was keeping well up among the 4½s in seventh place. During the last lap the three leaders lapped M. D. Hollis' 3-litre, and McKenzie only just failed to pass R. E. B. Williams' 4½ at the finish.

The third and fourth scratch races, of seven laps, run concurrently, were for 6½-, 8-, and supercharged 4½-litre cars. S. H. Richardson's 8-litre took the lead from Crozier's similar car (similar in engine size, that is, the similarity ending there), with G. G. McDonald's 4½ hard on their heels. Crozier passed Richardson on entering Copse, and, during the second lap, the rain started. Woodcote almost became another White House Corner, and Bentleys appeared pointing in any direction but the

BENTLEY D.C. AT SILVERSTONE . . . continued

correct one. Richardson's 8-litre took to the grass (and the ditch), followed by Walker's famous 4½, Bluebell. Just as the latter was making his way back to the course, E. Smith's 4½ spun off and crashed into him. Both cars were damaged but returned to the fray. Smith was flagged in with a bent chassis. Mercifully the rain became a downpour and washed the slime off the track before anything else happened. McDonald, who drove his 4½ admirably and with the restraint that conditions demanded, had a well-deserved win.

Two handicap races for Bentleys, and one for cars of other makes, were next in the programme. Unfortunately, in the first of these handicaps, over five laps, Walker hit the bank at Copse and damaged Bluebell considerably. Built by L. C. McKenzie for his own use, this car is probably the most potent 4½ in existence. Walker, who had owned the car for only a few days, was finding it something of a handful throughout the meeting. It must have been particularly depressing for three of the car's previous owners who witnessed first the accident at Woodcote and then this final disaster at Copse.

In the second handicap race, held over ten laps, the limit man, Hollis (3-litre) led until the ninth lap when he was passed by Williamson and Stratton in 4½s, and that was the order at the finish, with McDonald's 4½ in fourth place and only four seconds separating the first four cars. E. Robin's Type 51 Bugatti in the last race was misfiring badly, owing to the fact that, as scratch car, it had been standing on the line for a long period and had oiled a plug. The handicappers were a little harsh in this five-lap race, which resulted in a win for W. B. Seaman's Riley; in second place was the limit man, J. W. T. Crocker, whose Lagonda had been given a start of 3 min 15 sec.

PROVISIONAL RESULTS

Sprints.—3-litres: D. McKenzie, 30.4s. 4½-litres (standard): B. Wyatt, 26.8s; 4½-litres (non-standard): J. H. Bailey, 25.6s; 4½-litres (S.) and 6½-litres: J. Norris, 26.2s; 8-litres: F. Lycett, 22.9s.

High Speed Reliability Trial.—Class 1 (3-litres): W. B. Crosier, 60 marks. Class 2 (standard 4½, 5½- and 6½-litres): O. N. Stratton (4½), 94 marks. Class 3 (non-standard 4½s): O. O. McDonald, 51 marks. Class 4 (4½-litres s. 6½- and 8-litres): M. H. Morris, 67 marks.

Scratch Races.—1: D. McKenzie (3-litre), 57.6 m.p.h. 2: B. Wyatt (4½), 62.65 m.p.h. 3: O. O. McDonald (4½), 63.02 m.p.h. 4: O. M. Crosier (8), 61.09 m.p.h.

Handicap Races.—1: J. A. Williamson (4½-litre), 54.41 m.p.h. 2: J. A. Williamson (4½), 56.675 m.p.h. 3, W. B. Seaman (Riley), 56.86 m.p.h.

THRUXTON A 77 M.P.H. CIRCUIT

NEW to car racing, the Thruxton airfield circuit revealed itself on August 4 as a fast but tricky one. The event was an invitation meeting held by two clubs, the Bristol M.C. and Light Car, and the Sporting Owner Drivers. The circuit was half runway and half perimeter track, providing five corners and some minor curves. Club corner is steeper than a right angle, and has a tricky joint running across it: the best way over the joint is not the best line for the corner, leading to a diversity of views. The site is faintly undulating.

Frazer-Nash First

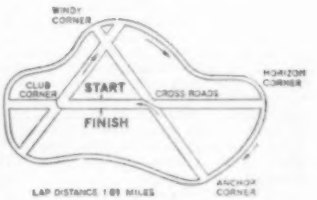
Roy Salvadori (Frazer-Nash) mastered the geographical problems notably, with a hat trick. He won the up-to-2,500 c.c. event from Ken Wharton, whose similar car seemed over-geared. The third and fourth (R. F. Peacock and J. H. Walton) were driving the same make. In the "unlimited" event, there was a challenge in the entries, G. P. Shea-Simonds' Allard J2-Mercury and Oscar Moore's XK120-engined H.M.W., H. Howorth's Jaguar XK120: but the Allard did not really get going, and Moore could only get second to Salvadori, who kept up speed well when rain fell. J. H. Walton put up a good fight, and his Frazer-Nash led for a while. Salvadori's third victory was in an extra invitation race, notable for the fact that the five entrants preserved the same order all the way round.

Though not a winner, Oscar Moore clocked (when the track had dried) the fastest lap with 77.2 m.p.h., winning a special trophy.

The 500 brigade were in decorous mood, though two touched and ran off at one point. J. Coombs dominated the class, and was nearly half a lap in the lead at the finish of the final, driving with polished accuracy. But 73.39 m.p.h. for the race speaks for itself. The small sports car race (up to 1,200 c.c.) produced a Ford scrap, the R. G. Greenwood special winning from G. E. Tapp's Buckler Ford, with a result that the event came to be christened "the donkey race."

But the 1½-litre event was mainly M.G. J. Weaver's blown Magnette was fast, but after a scrap could not hold P. D. Gammons 1½-litre and the 1,496 c.c. engined Cooper-M.G. of F. C. Davis.

There was not much of the constantly changing leads and finishes by a neck that make racing exciting, but the circuit is an interesting one, and there was some fine driving by the *maestri* in the varying conditions of rain and sunshine. It seemed to be generally agreed that single file should be the custom on the apparently deceptive corners.



Plan of the Thruxton circuit—half runway and half perimeter track.

PROVISIONAL RESULTS: lap distance 1.89 miles

Sports cars, 6 laps, up to 1,200 c.c.: R.W.O.-Ford (R. W. Greenwood), 57.84 m.p.h.; 2, Buckler (G. E. Tapp); 3, Riley (G. R. Stokes).

Sports cars, 6 laps, 1,500 c.c. or 1,200 c.c. s: 1, M.G. 1,497 c.c. (P. D. Gammon), 61.49 m.p.h.; 2, M.G. 1,497 c.c. (F. C. Davis); 3, M.G. Magnette S. (J. Weaver).

2,500 c.c. or 1,500 c.c.s., 6 laps: 1, Frazer-Nash (R. Salvador), 67.56 m.p.h.; 2, Frazer-Nash (K. Wharton); 3, Frazer-Nash (R. F. Peacock).

Sports cars, unlimited, 10 laps: 1, Frazer-Nash (R. Salvador), 72.61 m.p.h.; 2, H.W.M.-Jaguar (O. Moore); 3, Frazer-Nash (J. H. Walton).

Sports cars, invitation race: 1, Frazer-Nash (R. Salvador), 75.42 m.p.h.; 2, H.W.M.-Jaguar (O. Moore); 3, Frazer-Nash (K. Wharton).

Formula 3 (500 c.c.): First heat (6 laps): 1, Iota (L. L. Bueb), 64.1 m.p.h.; 2, C.B.P.-J.A.P. (T. J. Clarke); 3, Cooper-J.A.P. (E. Penning). Second heat: 1, Cooper-Norton (J. Coombs), 64.39 m.p.h.; 2, Cooper-Norton (A. J. Nurse); 3, J.B.S.-Triumph (A. Moore). Final (10 laps): 1, Cooper-Norton (J. Coombs), 75.39 m.p.h.; 2, C.B.P.-J.A.P. (T. J. Clarke); 3, J.B.S.-Triumph (A. Moore).

R.S.A.C. VETERAN CAR RALLY

OF the 28 veteran models entered for last Saturday's Veteran Car Rally, organized by the Royal Scottish A.C., 27 completed the 44-mile route from Glasgow to Ayr, and their owners are to be congratulated on the immaculate turn-out of the entry. Alfresco luncheon parties, much fraternization and swopping of technicalities among the various owners took place, giving the event a pleasant informality.

One of the most interesting vehicles was the one-cylinder 3½ h.p. Star dog cart which F. S. Rowden had brought all the way from Rainham, in Kent, to take part in the event. Watching it on the steep of Glasgow's Wellington Street and going down the twisty hill into Beith one marvelled at F. S. Rowden's faith in the old-fashioned spoon brakes which are a feature of this 1898 veteran, the oldest car in the rally.

Nearest approach in age was the 1899 Albion, with its dog cart body, but alas! its water pump fell off and it was unable to leave the assembly point. H. Stafford Clelland's 1902 Panhard Levassor motored very smoothly, and, of course, a 1912 Model T lived well up to the reputation that it made for itself in the palmy days of motoring.

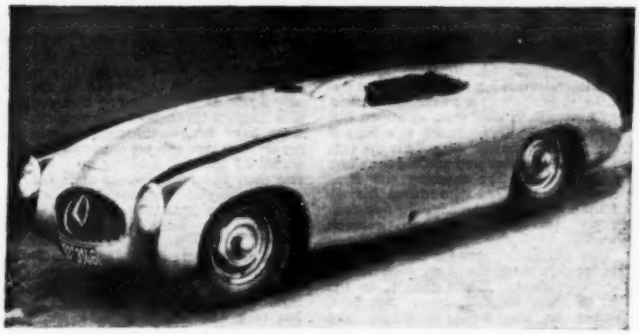
Drivers and their passengers lived up to the spirit of the occasion, and there were veils, huge hats and bustles among the ladies, while one male, obviously unconvinced that the motor car had come to stay, sported knickerbockers and a Norfolk jacket and carried a stout walking stick—just in case! All of which added their touch to a pleasant day's outing.

GERMAN G.P.

THE German G.P., run last Sunday over the tortuous 14.2-mile circuit at the Nurburgring, resulted in an easy victory for the works Ferraris, Ascari leading Farina home at 82.15 m.p.h. and becoming the first driver to win the race for three years in succession. Third place went to Rudi Fischer of Switzerland in his four-cylinder Ferrari, while Taruffi, third member of the official Ferrari team, was fourth. In the sports car race, run on the same day, the new open version of the 300SL Mercedes-Benz had matters all its own way in its class, especially after the retirement of Manzon's fast Gordini with transmission trouble; Hermann Lang drove the winning car. The supercharged versions did not, after all, appear, development not being as yet adjudged complete. A full report will appear next week.

THE SPORT

by J. A. COOPER



The new open version of the Mercedes 300SL, which won its class in last Sunday's sports car race on the Nurburgring with great ease.

THE big Boreham meeting was, on the whole, a great success, and the organization stood up to the increased demands made on it very well indeed. The racing was of a very high standard; Alan Brown's victory in the formula 3 race and Mike Hawthorn's tremendous drive in the combined formula 1 and formula 2 event especially stand out as worthy of the highest praise. From the point of view of the spectators, who numbered between forty and fifty thousand, the rain was unwelcome; but there is no question that it added to the closeness of the big event, and had the track not dried somewhat during the closing laps, Mike would almost certainly have finished in front of Villoresi—2-litre Cooper-Bristol against 4½-litre Ferrari—which really would have been something. Of course, when there is so much water about, a lot of power is an embarrassment rather than a help, as the B.R.M.s demonstrated.

Once more the B.R.M.s failed; even in practice, in dry conditions, Villoresi's Ferrari lapped at over a mile an hour faster than Gonzalez' B.R.M., try as the latter would, while in the race itself the difference was even more marked. It is evident that although the B.R.M. engine may give more ultimate power than that of the Ferrari, the far greater range of r.p.m. over which the latter develops a useful amount of torque, together with the undoubtedly superior handling characteristics of the Italian car, more than outweigh this slight advantage, especially in the wet.

WHAT happens next is still anybody's guess; but the sponsors of the ill-fated B.R.M. project must be thinking very seriously indeed of withdrawing their support, not only as far as the present cars are concerned but as regards any future designs as well. The facts must be faced: the design conception was original and far-sighted (remember, it was initiated nearly seven years ago), and had the cars reached their present state of development even three years ago they would have been sensational; but the many problems which have naturally arisen have not been tackled in the right way with sufficient determination for the project to have any chance of success. And now it is probably too late; the confidence of the industry quite apart from that of the public, has been too seriously undermined ever to be recovered, and it must be admitted, with however much regret, that the project has done little but harm to the prestige of this country abroad. For although it is a private venture and in no sense sponsored by the Government or the major part of the automobile industry, much of the early—and ill-advised—publicity has resulted in the ineradicable impression in other countries that it is Britain's national racing car and a concerted national effort.

COMING SHORTLY

AUGUST 9.—Ulster A.C. Hill-climb, Craigantlet, C. Down, N. Ireland.
9.—Aberdeen and D.M.C. Race Meeting, Crimond, 2.30 p.m.
9.—Cornwall V.C.C. Race Meeting, Davidstow aerodrome, Cornwall.
10.—Commiages Grand Prix, France.
10.—Freiburg Hill-climb, Germany.
10.—Bugatti O.C. Inter-club invitation hill-climb, Prescott, nr. Cheltenham, Gloucestershire, 10.15 a.m.
10.—Gosport A.C. Annual rally, car park, Jewry Street, Winchester, Hampshire, 9.45 a.m.
13-18.—Liège-Rome-Liège Rally.
15-16.—Pescara 12-hour race, Italy.
16.—B.A.R.C. "News of the World" International 9-hour Sports Car Race, Goodwood, 3 p.m.
16.—Vintage S.C.C. Hill-climb, Prescott, near Cheltenham.
17.—Dutch Grand Prix, Zandvoort, Holland.
17.—La Baule Grand Prix, France.
17.—Fiat 500 Club. River Picnic Party, Ferry Hotel, Cookham, Berkshire, 11.30 a.m.

THE next national Grand Prix race on the calendar is that of Holland, on August 17. It is now confirmed that the remaining two (the Italian G.P. on September 7 and the Spanish G.P. on October 26) will, like the Dutch G.P. and all the others this year, be run under formula 2 rules. So that's that for 1952.

I HEAR that M. Lago, the head of the at present moribund French Talbot concern, expressed during his visit to Boreham confidence that the firm would soon be re-established and back in production with the 2½-litre Lago Baby; good news, indeed. Also at Boreham were Signor Giberti, of Ferraris, who last year acted as their team manager and came over to do the same for Villoresi last Saturday, and the Hon. Gerald Lascelles. The latter, always a keen enthusiast, is now President of the West Essex Car Club, and his wife (formerly Miss Angela Dowding) presented the trophies at the end of the meeting.

THE nine-hour sports car race which will take place at Goodwood on August 16, and will introduce into this country the hitherto outlandish practice of racing in the dark with head lamps blazing and all that, should be a great success. The entry list was very heavily oversubscribed, and the permissible 30 cars have now been selected, with a suitable number of reserves to cater for all human and mechanical eventualities. They include the works team of Type C Jaguars, and privately entered similar cars in the hands of Sir James Scott-Douglas and the Finnish driver Vaino Hollming; Levegh's Talbot (so unlucky at Le Mans), the works team of DB3 Aston Martins, the Ferraris of R. Baird and Tom Cole, the Frazer-Nashes of—among others—Stoop and Mitchell, the three Lester-M.G.s of the Monkey Stable and their rivals, the Cooper-M.G.s of Davis and Leonard, and many more of equal calibre. Organized by the B.A.R.C. and sponsored by the *News of the World*, this race will start at 3 p.m. and finish at midnight. The amenities of Goodwood have been still further improved for this meeting, and special trains will be run to Chichester (together with connecting bus services) for the benefit of those not travelling to the course by car.

It is a pity that the foreign entry is not larger; but apart from the financial aspect, the fact that there is a twelve-hour sports car race at Pescara in Italy at the same time has no doubt influenced this side of the problem. This is an unfortunate clash on the international calendar, of which there have already been several other examples this year.

A CHANCE visit to the Cooper factory at Surbiton the other day revealed an interesting vehicle which should make its competition debut in the fairly near future. It is a Cooper chassis of the type used in the successful Cooper-Bristol formula 2 cars, but with the difference that this particular one is being fitted with a 2-litre E.R.A. engine. A Riley gear box accompanies the power unit, and they fit very neatly into the available space and are approximately the same aggregate weight as the Bristol units. At first the engine will be run as an unblown formula 2 unit with six Amal carburettors; but, and it is a big but, the supercharger mountings are all still there and there is room for that component to be re-installed for *formule libre* use if desired. As the fortunate customer is none other than Peter Walker, it possibly will be desired; although how long the transmission and so forth will stand up to the increased

Mike HAWTHORN

first again

Boreham

International Daily Mail Trophy Race

Formula II

1st **J. M. HAWTHORN**—Cooper-Bristol

2nd **ALAN BROWN** – Cooper-Bristol

Sports Car Races – Class E

1st **KEN WHARTON** – Frazer-Nash

2nd **ROY SALVADORI** – Frazer-Nash

3rd **TONY CROOK** – Frazer-Nash

Class D

1st **REG. PARNELL** – Aston-Martin

(Subject to Official Confirmation)

using

K·L·G *sparking plugs*

one of the* SMITHS *accessories for better motoring

E

Firestone
TYRES
are so consistently good!

CAR TYRES · TRUCK TYRES · TRACTOR TYRES · CYCLE AND MOTOR CYCLE TYRES

THE SPORT . . . . . continued

power remains to be seen. About 230 b.h.p. in an 11 cwt car—not a bad power-weight ratio, no?

These Cooper chassis (the 2-litre version, incidentally, will soon be redesigned on an all-tubular basis like the Mark VI 500 c.c.) are attracting a variety of power units; at Boreham, Baron de Graffenried and Harry Schell were deep in conversation with the Coopers, father and son, concerning the possibility of acquiring chassis in which to install the Maserati-Platé engines for next season.

A MODIFIED Ford Vedette has been very busy at Montlhéry recently, attacking International Class E (1,501 to 2,000 c.c.) records. It appears that the car was fitted with a linered-down version of the smaller Ford V8 engine, with special cylinder heads incorporating push-rod operated o.h.v. and dual sparking plugs; four carburettors were fitted. The chassis and gear box were standard, but a higher-geared (low ratio) rear axle was used. The car was prepared by Albert Simille and M. Trillaud; a team of six drivers was used, consisting of MM. Trillaud, Varet, Bonnerot, Gergaud, Lanique and Ampoulié. The records captured (subject to official confirmation) were those for 72 hours (at an average speed of 80.98 m.p.h.) and 10,000 kilometres (at 81.18 m.p.h.).

THOSE interested in the problem of the design and construction of trials cars will recall that there has been a good deal of suggestion that the present R.A.C. regulations for vehicles taking part in trials and rallies should be modified. The Competitions Committee of the R.A.C. has agreed to propose a new formula for trials cars only; its recommendations have now been brought before the general Committee for ratification, and the resultant findings will be made known after the next meeting at the end of this month. The existing regulations will, of course, remain in force at least until December 31 of this year, and the R.A.C. wishes to emphasize that it is investigating the subject very fully before proposing any changes.

THE Berkhamsted M.C. and C.C. held their Bank Holiday sprint meeting at Tewin Water, near Welwyn in Hertfordshire, last Monday, and a large crowd saw a successful and pleasant meeting. The organization was excellent, and the sporadic showers of rain could not spoil the smooth running of the day's programme. The course record was once again beaten, and there was the unusual feature of a tie for f.t.d. and record time, the 2.9-litre supercharged Alfa Romeo of J. Goodhew and the 996 c.c. Cooper-J.A.P. of Sq. Ldr. F. B. Sowrey both accelerating up the course in 13.5 seconds exactly.

It was a record-breaking day, in fact, for six class records went by the board. In the sports car classes, D. Moore's 947 c.c. M.G. broke the 1,300 c.c. class record in 17.8 sec.; D. W. Davis did likewise for the 1½-litres with 16.6 sec in his supercharged N-type M.G. Magnette, and Len Potter's Mille Miglia Frazer-Nash scored 15.9 sec in the 2-litre class. An interesting battle took place in the unlimited sports car class beween W. Coleman's 2,664 c.c. supercharged Jaguette, the existing record holder in the hands of its constructor Gordon Parker, and the latter himself with his latest special the Jaguara, which has an XK120 engine equipped with two superchargers (not, however, two-stage) in a light chassis; victory went to the former by a tenth of a second, his time being a new record of 14.9 sec. In the racing car classes, both Sowrey and Goodhew set up new records in the appropriate classes. Altogether an interesting day's sport.

ONE feature of this year's Monte Carlo Rally was the insistence of that inveterate humorist Jack Reece on the existence of a team of very secret "supercharged double-knocker Gutbrods," which were going to perform many wonderful and unlikely evolutions and run away with the major awards. The Gutbrod, of course, is a very small German economy car, and Jack presumably chose it as the most unlikely name he could think of; but now he will have to eat his words, as his project appears to be coming true! Reports from Germany indicate that the Gutbrod concern plans to enter racing shortly, with a 750 c.c. twin o.h.c. four-cylinder four-stroke engine. This unit was designed by Helmut Werner Boensch, a well-known motor cycle expert who recently joined the Gutbrod firm.

LAST Monday afternoon a new long-distance high speed run was commenced at Montlhéry, the car being a Jaguar K120 fixed-head coupé, and the drivers Leslie Johnson, Bert Hadley, Jack Fairman and Stirling Moss. After three hours running, the average speed was 110.35 m.p.h.; after six hours, 108.38, and after twelve 106.98 m.p.h. Unfortunately, a few laps later the tread flew off a rear tyre and severed the battery lead, and it was decided to abandon the attempt for the time being, starting again on Tuesday afternoon. This was the situation at the time of going to press; further—and I hope better—news next week.

THE Tour de France is a tremendous rally. Run for the first time last year, and producing a one-two-three Ferrari victory, regulations have now been published for the 1952 event, to be run from September 9 to 16. British competitors—and this year there will be a stronger contingent from this country—have plenty of time in which to think about it, and prepare for the battle. Organized by the Automobile Club of Nice and the Côte d'Azur, the event is open to touring cars only. Any modifications to the production model must not diminish the safety and comfort of drivers and passengers; catalogue weight of the car may not be reduced; and wheelbase and track must remain unchanged. A special class, however, caters for those wishing to enter a completely standard car, to which no modifications have been made at all. Saloon cars, drop head and fixed head coupés, with two or more seats and sliding windows will compete.

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1952	**Morris** Cowley Pick-up, 2,000 miles (subject to balance B.M.T.A. Covenant)	£535
1951	Series **Morris 6** saloon	£895
1951	**Riley** 1½-litre saloon, 11,000 miles	£1,095
1951	**Armstrong Siddeley** Whitley saloon, 7,000 miles	£1,350
1951	**Humber** Super Snipe, 12,000 miles	£1,195
1950	**Austin** Sheerline saloon	£1,195
1950	**Armstrong Siddeley** Hurricane coupe	£1,050
1950	**Triumph** Renown	£995
1950	**Triumph** Renown	£895
1950	**Sunbeam Talbot** 90 saloon	£895
1949	**Riley** 1½-litre saloon	£995
1948	**Rover** 75, new engine	£1,095
1948	**Jaguar** 1½-litre, as new	£895
1936	**Bentley** 3½-litre Park Ward saloon	£1,195

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THE SPORT . . . . . continued

from Nice and runs around the whole of France before finishing at Nice on September 16. Divided into three stages (Nice to La Baule, La Baule—Rheims, Rheims—Nice), these laps form a giant regularity test. Each day's running will include a number of special sections; but the road section, liberally sprinkled with time checks, must be covered at a regular average. Schedule of speeds required has not yet been published.

There is insufficient space in which to set out in detail all the places and manœuvres that have been packed into the seven hectic days. On Wednesday, September 10, a hill-climb across the Col de Peyresourde will be tackled, and on the following day a standing start three-kilometre sprint will be run over the famous straight of the Le Mans circuit. The Rheims circuit is also being included in the itinerary. On Sunday (September 14) competitors will race each other over 14 laps of the course; while the final test will comprise a hill-climb on the Côte de la Turbie, on Tuesday (September 16).

The prize list is formidable. With sufficient support the event should prove a worth-while testing ground for works-entered teams of cars, of which several are rumoured to be in the lists. The address of the organizers is:—Automobile Club de Nice et Côte d'Azur, 7, Rue Massenet, Nice, France.

CLUB NEWS

Hants and Berks M.C.—Sad news of the (foot and mouth) Great Auclum speed trials cancellation has already been given. However, a point-to-point for club members has been arranged for August 10. Regulations from D. Johns, 48, Reading Road, Woodley, near Reading, Berkshire.

Nottingham Sports C.C.—New honorary secretary is M. J. Andrew, Leen Valley Dyeworks, Bulwell, Nottingham.

M.G. Car Club (N.W. Centre).—The Cockshoot Cup Trial has suffered a change. It will be run this year as an event primarily suited to production touring and sports cars. It will, of course, still cater for invited clubs, but the much discussed "special" will not—as in previous years—have complete control of the course under the new regulations, which are at present being drafted. **S.W. Centre:** Plans are already well ahead for the Weston Rally, October 10-11. The route will start from Stratford-on-Avon and Manchester on a 450-mile course. With a timed night section in Wales (this seems lately to have become a fashionable night spot for the motoring fraternity), breakfast in the south Midlands, climb against the watch of Prescott hill, navigation sections in the Cotswolds, and eliminating tests on the sea front at Weston-super-Mare (the finish) the running should be interesting if hectic.

Sunbeam M.C.C.—Two events will be incorporated in the Sunbeam Rally on Sunday, September 7. The Pioneer Rally—as its name suggests—caters for vintage cars and Sunbeams manufactured before 1915; the Club Rally, for cars of that *marque* of any age. Motor cycles and three-wheelers will also compete. The first event is planned on an age and mileage formula, finishing at the Barn Café, Newlands Corner, near Guildford, between 11 a.m. and 12 noon. The Club Rally will start and finish at Newlands Corner, with a normal road section intervening. During the afternoon both contingents will join forces for a 20-mile section, with a time allowance for the elderly cars. (Regulations from R. A. Little, Les Cotils, Holdfast Lane, Haslemere, Surrey.)

Alvis O.C.—The Midland Section of the club will hold a driving competition on Sunday, August 24, at Hawkstone Park Hotel, almost exactly half-way between Wem and Hodnet, in Shropshire. Starting at 2.15 p.m., competitors will set off on a thirty-mile road section, returning to the hotel in time for tea, after which various driving tests will take place in the hotel grounds. It is hoped that many members of the Northern Section will also take part. Entries close on August 21 (A. C. Russell, 98, Glyn Farm Road, Quinton, Birmingham, 32).

Lube Club, Palma de Mallorca.—It is fun to consider a motoring club that caters also for underwater fishing. These are the two specialities of the Lube Club, which is anxious to help those visiting its island to indulge in this duet of opposites. Hotel reservations also come within its scope. (Lube Club, Antonio Marques Marques, 40, Palma de Mallorca.)

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16398. 1938 M.G. 2-litre
"G.G.T."—General information and a handbook.

No. 16399. Jowett Javelin
"J.H.E."—General experiences.

No. 16400. 1948 Citroen 4
"A.L.H."—All possible information and a handbook in English.

No. 16401. M.G. J2 Chassis
"H.J.P."—Advice on fitting a Ford Ten engine and gear box and modifications necessary.

No. 16402. 1933 Riley Nine
"R.E.Q."—All possible information and a handbook.

No. 16403. 1939 Humber Snipe
"A.S."—Advice on improving performance.

No. 16404. Handbooks Required
"W.H.M."—1936 Morris Twelve-four.
"J.C.D."—1935-36 Wolseley Fourteen.
"C.C."—1938 Morris Twelve Series III.
"A.S.D."—1939-1944 Morris 12-4 Service Manual.
"W.O.H."—1937 Morris 10-4 Series II.
"C.G.W."—M.G. TA Midget.
"G.T."—1934 Austin Light 12-4.

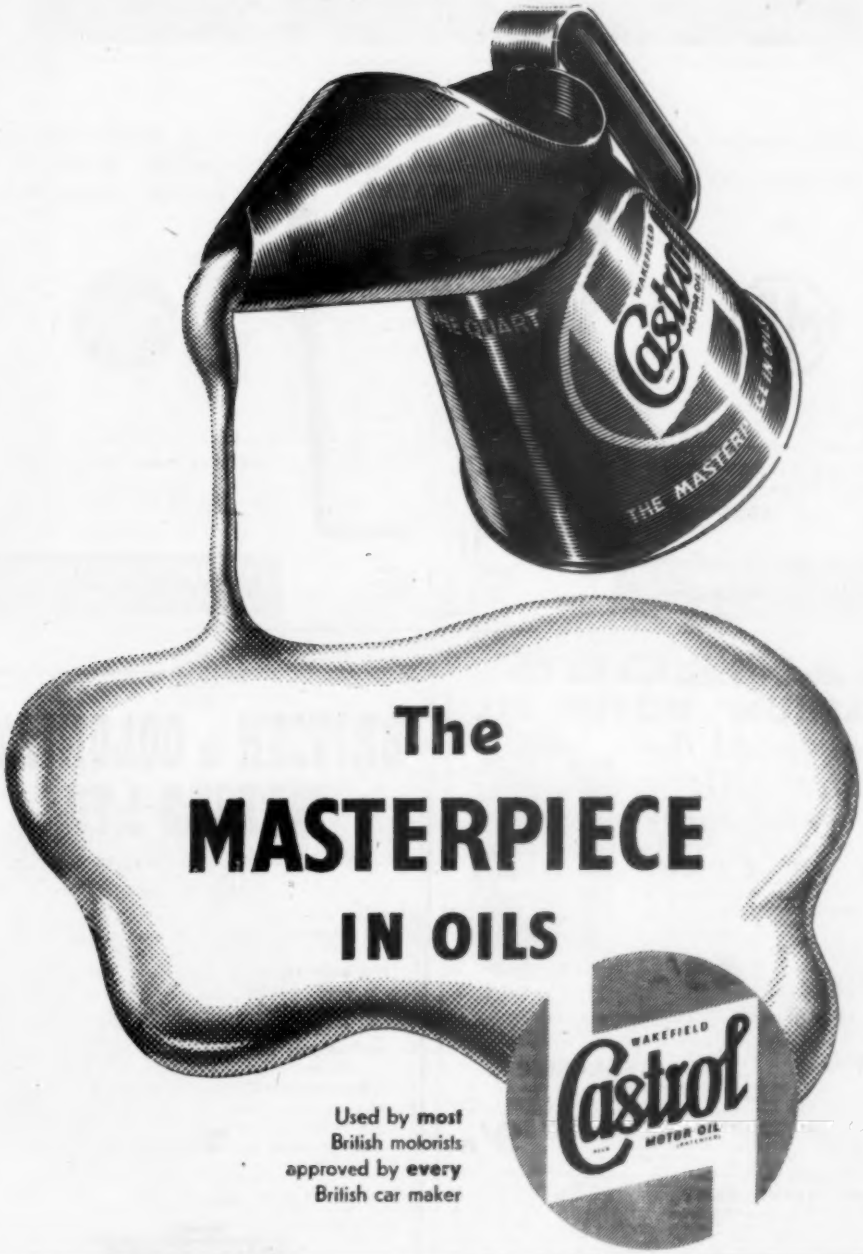
IN BRIEF

Mr. F. Banks Warner, managing director, has been elected chairman and managing director of Fina Petroleum Products, Ltd., 25, Victoria Street, London, S.W.1; and Mr. C. M. Merrick has also been made a managing director of the company.

Mr. John M. Pattinson, C.B.E., and Mr. Harold E. Snow, C.B.E., have been appointed to the board of directors of the Anglo-Iranian Oil Co., Ltd., following the resignations of Mr. James A. Jameson, C.B.E., and Mr. Frederick G. C. Morris.

Mr. D. B. Collett, vice-president and general manager of the Dunlop Tire and Rubber Goods Co., Ltd., Toronto, is returning to England to join the main board of the Dunlop Rubber Co., Ltd., as an executive director. He will take up his new appointment in London in November. Mr. J. P. Anderson, C.B.E., Dunlop chief purchasing agent, succeeds Mr. Collett in Toronto.

Dunlop tyres were used on the cars of the first three finishers in both the Jersey International road race and the Leinster "200" handicap race. They were also used on the first two cars to finish in the Namur Grand Prix, formula 3.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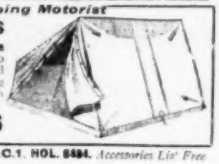

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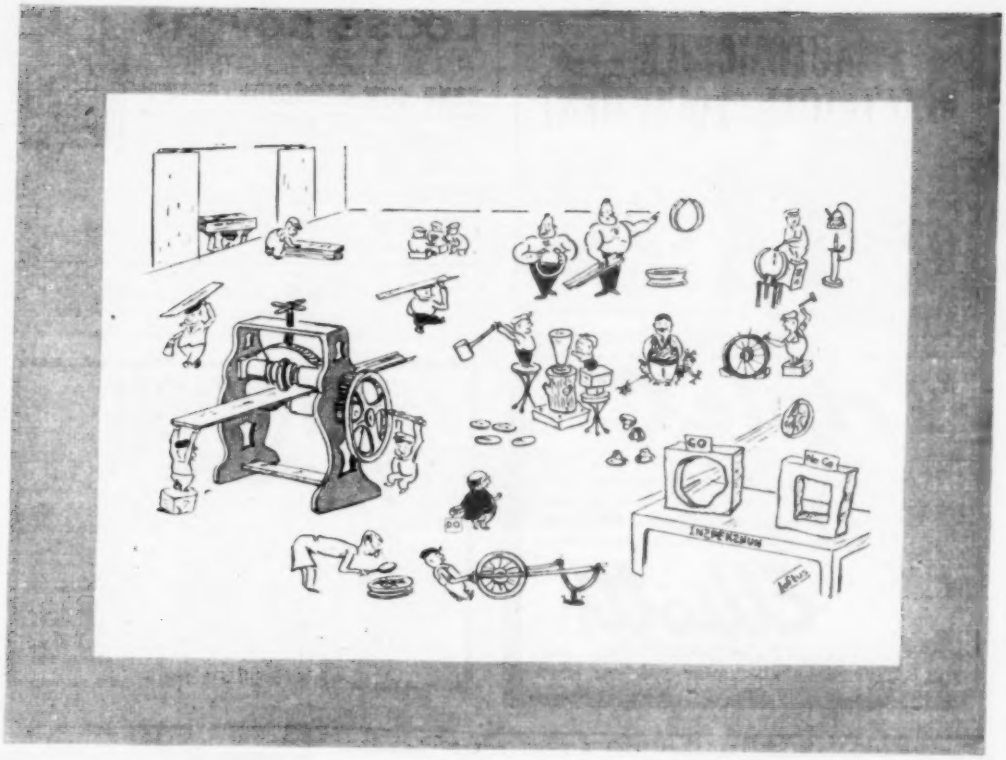

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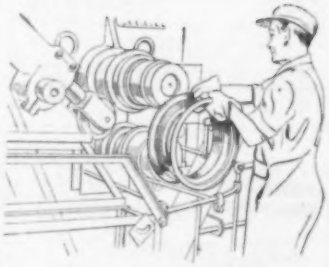

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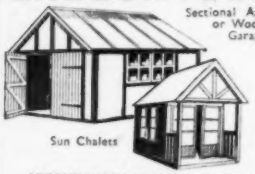

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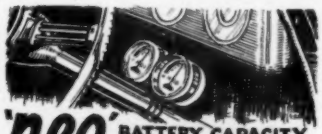

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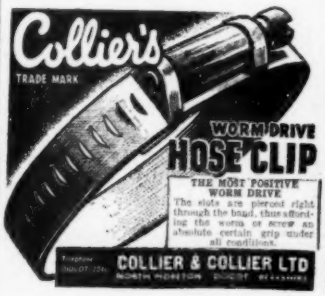

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ALLARD

ACE SERVICE STATION (LONDON), Ltd., offer:—

1950 Allard sports saloon, 11,000 miles, as new; £975.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elsar 5585 (5 lines). [C1000

1949 Allard drop head foursome coupe, immaculate condition, one owner, taxed year; £495.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184. 10 a.m.-7 p.m. [C1050

1949 Allard coupe, maroon, with leather to match, special roll-back beige hood, genuine mileage 22,000, extras include twin spots, wing mirrors, chromium mudspats, and engine parts, Pram oil filter; car has been regularly serviced, and most carefully used, showroom condition; £695.—72, Duke St., Grosvenor Square, London, W.1. Tel. Mayfair 0526. [7474

Allard Cars Wanted

BARTLETT.—The Allard buyers.—27a, Pembridge Villas, W.11. [W1015

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W9045

ALVIS

DICKS.

1939 Alvis 14hp saloon, famous 12/70 model, very fast; £495.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6080-9. [C1072

BJ. HUNTER Ltd., offer:—

1948 Alvis 14hp drop head foursome coupe, maintained regardless; £875.

BJ. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GUY SALMON AUTOMOBILES offer:—

1939 Alvis Speed 25 4-door sports saloon, this car has been the property of an enthusiast and has been carefully maintained throughout, interior trimmings all original and quite perfect, exterior paintwork unmarked, the car mechanically is equal to new and must be seen and tried to be appreciated; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 2231-2-3. [C3001

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Alvis foursome drop head coupe, mileage 25,000; £895.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

BROOKLANDS.—Alvis distributors, new 3-litre.

1952 Alvis 3-litre sports 2-seater, cream, red.

1951 Alvis 3-litre saloon, grey, maroon.

1951 Alvis 14hp sports 2-str., red, cream.

1950 Alvis 14hp saloon, grey, small mileage.

1949 Alvis 14hp saloon, black, radio, heater.

1948 Alvis 14hp saloon, maroon, small mileage.

1948 Alvis 14hp utility, attractive body.

ALVIS cars examined and approved by makers.

BUY or sell your car.

103, New Bond St., London, W.1. Mayfair 6851-6. [C1029

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars."

1938 Alvis Silver Crest saloon, grey, red leather, excellent condition; £325.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. [C2025

1937 Alvis Crested Eagle 20hp saloon, very good condition in every respect apart from tyres; £250.

GARAGE SERVICE CO., Ltd., 9, Hoop Lane, London, N.W.11. Speedwell 3408. [C2019

NAYLOR & ROOT.—1950 Alvis 14 sports 2-seater, ivory, red hide, low mileage; £995; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. [C9022

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

ALVIS 14 1949, 4/5-seater, d/h coupe, one owner, 16,000 miles, radio, showroom cond.; £1,050.—Box 1902. [7699

1952 3-litre Alvis saloon, 2,000 miles; B.M.T.A. consent; exchange smaller car.—Benson, Gedney Hill, Spalding. [7010

ALVIS 12/50 Beetleback, green; £150, or nearest.—44, Alleyn Rd., Dulwich, S.E.21. Gip. 3565 (evenings). Sho. 6252 (day). [7669

1949 Alvis 4-seater drop head coupe, finished black, maroon leather upholstery, one owner since new, excellent condition throughout; £850.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C3038

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080); and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0589

FOR sale, one of 2 Alvis 3-litre saloons, carefully raised by owner, perfect in every respect, seen in Somerset or Alvis works, Coventry; small car part exchange.—W. E. Challice, Cannington Bridgwater. Tel. Combwich 228. [7702

1949 Alvis 14 saloon, maroon with fawn leather upholstery, a carefully maintained car, 16,000 miles only.—Serviced and passed by Alvis Distributors for Scotland, James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [7849

1938 Alvis 4.3-litre saloon, engine reconditioned, brakes, front suspension, steering renewed, new batteries, head lining, carpets, lacquered, magnificent appearance with incredible performance; photo, full details; reasonable offer or exchange.—Box 1931. [7824

1951 Alvis 3-litre saloon, black with tan leather upholstery, fitted with twin carburetters, built-in radio, etc., very fine condition.—Serviced and passed by Alvis Distributors for Scotland, James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [7848

12,000 miles only.—1949 Alvis 14 drop head coupe, maroon with fawn leather and hood, H.M.V. radio and heater, exceptional condition.—Serviced and passed by Alvis Distributors for Scotland, James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [7850

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

XXX Cash immediately for good Alvis.—H. F. Edwards 28, Upper High St., Epsom. 9400. [W2001

CAMDEN MOTORS urgently require a 1946-1950 Alvis saloon and a drop head coupe.—Particulars and price required to

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines) [W1035

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May. 6226. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry.

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. May 6265.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591

DISMANTLING Alvis 20 1935 and 17hp 1936 and 1934.—Motolympia, Welshpool (Tel. Oswestry 440). [0423

KINGSTON-ON-THAMES.—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. [0978

ALVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874-5. [0655

AMERICAN CARS

SIMPSON'S MOTORS offer:—

1950 Ford Special Crestliner, radio, heater, lime green and black.

1950 Ford station wagon, full de luxe, all extras, grey and maplewood.

1951 Ford Victoria coupe, radio, heater, seat covers, low mileage, excellent condition.

1947 (first registered) Ford 4-door saloon, r.h.d., seat covers.

1948 Packard convertible, electrically operated hood windows, all extras.

1951 Buick saloon, radio, heater, all extras, low mileage.

1947 Buick saloon, fitted radio, heater, all extras.

1949 Chevrolet saloon, right-hand drive, all extras.

1949 Chevrolet 2-door sedan, with extras.

1948 Dodge, right-hand drive, all extras, black.

1950 Ford Six, excellent condition, cream.

1950 Studebaker Champion, right-hand drive, all extras, grey.

1949 Buick convertible, all extras.

1948 De Soto saloon, radio, heater, seat covers, all extras, fluid drive.

1952 Studebaker Champion, 4-door, overdrive, extras, left-hand drive.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

AMERICAN CARS

JOE THOMPSON (MOTORS), Ltd., offer:—

A SELECTION of American cars.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

METCALFE & MUNDY always have a good selection of post-war American cars.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027

American Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the American car buyers. Wembley 8691/3903. [W4015

WANTED.—R.H.D. Chevrolet, Nash or Studebaker, not earlier 1949.—Price and details to Baker, Basthorpe Hall, King's Lynn, Norfolk. [7604

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd., offer:—

1951 Armstrong Siddeley Whitley saloon, black, one owner, as new, one week's free trial, guaranteed; £1,325.—144, Gt. Portland St., W.1. Museum 1001. [C3039

CAR MART, Ltd.

1950 51 Armstrong Siddeley Hurricane drop head coupe, heater, 12,000 miles; £1,025.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1059

GATEHOUSE MOTORS offer:—

1938 Armstrong Siddeley 17hp saloon, black, in excellent condition; £325.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C3021

PHILIP RICKARDS, Ltd. offer:—

1946 Armstrong Siddeley Lancaster saloon, black/brown, radio,—4 Brick St., Park Lane, London, W.1. Grosvenor 4472/3. [C5051

GUY SALMON AUTOMOBILES offer:—

1950 Armstrong Siddeley Whitley saloon, low mileage, immaculate condition; £1,195.

1950 Armstrong Siddeley Hurricane coupe, low mileage; £1,050.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

JOE THOMPSON (MOTORS), Ltd., offer:—

1950 (September) Armstrong Siddeley Hurricane, 18hp, synchromesh, one owner, colour beige; £975.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

1948 Armstrong Typhoon sports sal., fawn/brown, heater, ex cond., 20,500 miles.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [C4029

HURRICANE 18hp, 1950 (July), mileage 13,000, as new, privately owned; £950, perfect.—Box 1488. [7379

1937 26hp Armstrong 7-seater; £300.—J. Welch, 73, Lawrie Park Rd., Sydenham, S.E.26. [7799

1939 Armstrong Siddeley 16hp saloon, black with green fitted heater, exceptional condition; £365.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [C4056

1950 Armstrong Siddeleys; we specialise in these fine cars and can usually offer an attractive example of that year.

HAMTUNE MOTORS, Ltd., 39, Sheep St., Northampton. Tel. 3616. [5935

1952 Hurricane Langham grey, unused through illness, number plates not yet affixed; £200 below the list price.—Box 1469. [7378

£750.—1947 Armstrong Hurricane drop head foursome coupe.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

ARMSTRONG SIDDELEY, 1936, 14hp sun saloon, grey, green leather, most carefully used, taxed; £265.—K. J. Motors, Ltd., Bromley, Kent. Ravensbourne 3456-7-8-9. [7488

1951 (October) Armstrong Siddeley Lancaster saloon, 3,000 miles; £1,450.—Central Garage (Croydon), Ltd., Fell Rd., Croydon. Tel. Croydon 7494. [C1042

NAYLOR & ROOT.—1949 Armstrong Typhoon saloon, beige, brown hide, low mileage, attractive; £995; 6 months guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C3022

1951 Armstrong Siddeley 18hp Whitley saloon, Langham grey, maroon upholstery, excellent condition, 9,000 miles, preselector box; £1,450.—Rothwell, Parkside Rd., Sale Moor, Manchester. Sale 4624. [7259

£295.—1937 Armstrong 17 saloon, green with tained in new condition, genuine mileage 39,000 miles, terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2681. [C2051

1946/7 Armstrong Hurricane coupe, most beautifully reconditioned in Dover grey, interior beautifully upholstered in maroon leather and carpets to match, fitted new tyres, mechanically in superb order, genuine bargain; £350, terms, exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Manchester, 6. Pen. 3457. [C5000

ARMSTRONG SIDDELEY

£895 !!!—March, 1950, Armstrong Siddeley 18hp Lancaster 4-door saloon, a one owner car, fastidiously maintained, moderate mileage; also a 1950 Whitley saloon, 3 Typhoon sports saloons and 3 Hurricane drop heads from £595.—Write for catalogue to

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [C1035

1951 Armstrong Siddeley Whitley saloon, grey with blue leather, one owner, perfect; guaranteed for 5 months and subject to our 7 days free trial terms, comprehensive stock list available upon application.—Paragon Motor Co., King St., Oldham. Main. 3657/9. [7653

545 ens.—Armstrong Siddeley, June, 1946, Hurricane foursome drop head coupe, fawn, brown leather manual gearchange, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

LIMOUSINES 1939, 17hp partition, 7-forward, black, magnificent condition, bargain, £495. (Fifty Limousines.—Lists posted). Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Armstrong Siddeley Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St., (Hamp. Tube). Ham. 6041. [0916

ANY post war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [W1058

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0185

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—144, Gt. Portland St., W.1. Museum 1001. [0545

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.5. Kensington 7301. [0235

ARCOT ENGINEERING preselector gear boxes exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete overhaul service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshops.

ARCOT ENGINEERING, Ltd., 169, Fulham Rd., S.W.3. Write, call or 'phone Kensington 7301. [0644

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLY'S, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6218. [0602

CENTRAL GARAGE, Croydon distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7148. [C1042

EPSOM, Surrey, Armstrong Siddeley authorised dealers offer spares and service to all owners of Armstrong Siddeley cars; open 7 days a week; Armstrong Siddeleys also available for self drive hire.

WILSONS AUTOMOBILES & COACHWORKS, Ltd., 1-3, Dorking Rd., Epsom. 3901-2-3 [0535

ASTON MARTIN

L. F. WARD, Ltd.

1951 D.B.2 Aston Martin saloon, one owner, radio and heater, 14,000 miles, all modifications carried out, perfect car.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C8045

BROOKLANDS.—Aston Martin distributors.—Buy or sell your car.—103, New Bond St., London, W.1. [C1029

1939 2-litre sports tourer, excellent condition; £695.—Paterson, Queen Oak, Bourton, Dorset. [7597

ASTON MARTIN 1/c Le Mans 4-seater, B.R.G., first registered 1934, exceptionally good mechanically and beautiful in appearance.—Dove, 189, Woodcote Rd., Wallington, Surrey. 4055. [7795

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3.

ROWLAND SMITH'S, The Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0195

AUSTIN SEVEN

195 ens.—Austin 7, 1937, Ruby de luxe saloon, black, sliding head, brown leather, very good condition; terms, exchanges.—Rowland Smith, below

145 ens.—Austin 7, 1936, Ruby de luxe saloon, maroon, sliding head, brown leather, good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SEVEN

1939 Austin Big 7 4-door saloon, just passed A.A. exam.; £250.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. H.P. and exchanges. [C5059

1938 Austin 7 saloon, as new, £195; also 1935 Austin 7 saloon, £145.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. H.P. and exchanges. [C5059

1939 Austin Big 7 saloon, black with sunroof, one owner from new, taxed for year, immaculate condition throughout; £275.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 5779. [C5010

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

AUSTIN 7 saloon required; about £90.—Durngate House, Winchester. (Winchester 4509 after 7.) [W1010

AUSTIN EIGHT

CAR MART, Ltd.
LONDON Distributors.

1946 Austin 8hp saloon, guaranteed; £495.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

LAYTONS OF OXFORD offer:—

1947 Austin 8hp 4-door saloon de luxe; finished in black with brown leather, this car is in excellent condition throughout; price £525, or terms over 18 months if required.
LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3501. [C2054

C.M.I. CAR SALES (Pri. 6623) offer:—

1947 Austin 8 4-door saloon; £475.
THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

1946 (August) Austin 8hp saloon, black, brown leather, in beautiful condition throughout; £455.
COLES GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [C1054

1946 Austin 8 saloon, taxed year; offers or will exchange.—Wadham Garages, Ltd., Weston-super-Mare. Tel. 269. [7745

1939 Austin 8 4-door de luxe sun saloon, real bargain; £325.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

ARCHIE SIMONS & Co., Ltd.—1947 Austin 8 4-door saloon, colour black, brown leather upholstery throughout, in excellent condition in every way; £495.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

TANKARD & SMITH, Ltd., offer:—1940 Austin 8 4-door saloon in grey with blue upholstery, two owners only, speedometer reading 31,000 miles which we are assured is quite genuine; £355. Three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-5. [C4026

Austin Eight Cars Wanted

CM
THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

AUSTIN TEN

1935 (Nov.) Austin 10 saloon, taxed; £255.
TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [C4050

1939 Austin 10 saloon, black, in excellent order throughout; £435.
LYNE, FRANK & WAGSTAFF, Ltd., 3-5 Crouch End Hill, N.8. Mountview 4401. [C2058

1947 Austin 10hp de luxe saloon, black/brown leather, radio, any inspection invited; £525.
TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054

1939 Austin 10 saloon, very nice throughout; £325.—45, Shirehall Park, N.W.4. Hendon 1648. [7617

1946 Austin 10hp saloon de luxe, blue, blue leather interior 44,000, two owners; £595.—Below.

1939 Austin 10hp saloon de luxe; £335.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

1948 model Austin saloon, renovated and overhauled; 550 guineas.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C3022

£110 deposit.—1939 Austin 10 drop head foursome coupe; exchanges.—Horn Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [C5059

1947 Austin 10, one owner, black/brown leather, immaculate paint, excellent mechanically; £625.—King's Motors, 1, High St., Hounslow. Tel. 2552. [C3049

1947 Austin 10, black/brown leather, excellent condition throughout; £575, seen by appointment.—Hamlet, 45 Northwood Way, Northwood. Tel. Northwood 3064. [7779

495 gns.—Austin 10, 1946, de luxe 4-door saloon, black, sliding head, brown leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

TANKARD & SMITH, Ltd., offer:—1945 Austin 10 saloon in blue with blue leather, coachwork and interior in very good condition, mechanically faultless; £450. Three months' written guarantee; also 200 guaranteed used cars of all makes.—193, Kings Rd., S.W.3. Tel. Flaxman 4801-5. [C4026

Austin Ten Cars Wanted

CM
THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0920

JACK POZNER AUTOMOBILES require Austin 10s urgently.—Hendon 1403-4.

CAMDEN MOTORS urgently require a 1946-47 Austin 10hp saloon.—Particulars and price required to CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1055

FERRARIS OF CRICKLEWOOD buy Austin 10 saloons, 1939 or post-war; H.P. settled, drive in; write or 'phone.—200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. Open to 7 p.m. week-days. [W2008

AUSTIN A40

CAR MART, Ltd.
LONDON Distributors.

1950 Austin A40 saloon, 6,000 miles; £675.

1950 Austin A40 saloon, radio, heater, 11,000 miles; £845.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

JACK STONE & SON offer:—

1950 Austin A40 4-door grey saloon, low mileage, exceptional condition; £845 cash; terms and exchanges.—221, Upper Richmond Rd., Putney. Tel. Putney 1054-5, 2276-7. [C4021

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A40 saloon, grey with blue upholstery, radio and heater, recorded mileage, 7,400; £845.
836—842, High Rd., N.12. Hillside 0024 [C2027

CHARLES RICKARDS, Ltd., offer:—

1949 (Oct.) Austin A40 Devon saloon, mist green, 25,000 miles, one owner since new, heater, very carefully maintained taxed year; £650.
ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.
56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1920. [C5050

MCKINNON MOTORS, Ltd., offer:—

1949 (Aug.) Austin A40 Devon saloon, green, beige leather sliding roof, heater, taxed Dec. 31st, 1952, 14,000 miles only genuine, tyres all as new, the whole car in outstanding condition, in fact better than some brand new ones, impossible to repeat; £750; 6 months' guarantee; trade enquiries welcomed.
MCKINNON MOTORS, Ltd., Langham House, 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C5020

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A40 saloon, grey, blue leather, 14,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

C.M.I. CAR SALES (Pri. 6623) offer:—

1949 A40 Austin fitted radio, heater, sliding roof; £750.
THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

1950 A40 saloon, dark green, 15,000 miles, heater, wing mirrors, spotless throughout.
SHAW MOTORS, Ltd., 656-658, Garratt Lane, London, S.W.17. Wim. 3031-2. [C4008

1950 Austin A40 saloon, green, beige leather, 14,000 miles, splendid body condition; £795.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [C2008

1950 (November) Austin A40 sun roof, heater, 4,000 miles, as new.—Dobson's, Ltd., Austin Agents, Staines, Middlesex. Tel. 801. [C1074

1950 Austin A40 saloon, heater, 900 miles.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 5525-6. [C2028

£735 !!! 1949 Austin A40 saloon, sliding roof, heater and radio, blue, one owner.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

1949 Austin A40 4-door saloon, sun roof, heater, good tyres, genuine 23,000 miles; £695.—John Gray 29 Hermitage Lane, N.W.2. Speedwell 1242 [C2026

£815 !!!—1950 (March) Austin A40 Devon saloon, guaranteed 10,000 miles only, absolutely as new.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C5025

£615 !!!—1948 (Sept.) Austin A40 saloon, sun roof, radio and heater, one owner, new engine and tyres just fitted, taxed year, real bargain.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C5025

645 gns.—Austin A40, February, 1949, Devon 4-door saloon, blue, fawn leather, small mileage, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin A40 Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0912

Austin A40 Cars Wanted

THE CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212. [0957

URGENTLY required, good late model Austin A40. Immediate cash.
LEE GREEN MOTORS, 343-5 Lee High Rd., S.E.12. Tel. Lee Green 0384. [C2058

1949—50 A40 wanted.—32, Leigham Drive, Osterley, Middlesex. [W1069

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044

CASH buyers of good Austin A40s distance no object.—Mattons, Lord St., Southport. [0768

A S new post-war Austin A40 required.—50, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0725

C. A. PETO Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Austin cars in first-class condition.—May 3051. [W5045

FERRARIS OF CRICKLEWOOD, Ltd., buy Austin A40 saloons; H.P. settled.—Drive in, write or 'phone details to 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. Open till 7 p.m. week-days. [W2008

AUSTIN TWELVE

CAR MART, Ltd.
LONDON Distributors.

1946 Austin 12 saloon, guaranteed; £635.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

£99—1936 model Austin 12 tourer, excellent runner.—Granaewood 2530. [C4052

AUSTIN 12 1937, rebuilt engine just fitted, new tyres, batteries, starter, good appearance and mech. cond., taxed; 265gns.—Tel. Putney 4659. [7601

Austin Twelve Cars Wanted

CM
THE CAR MART, Ltd. London distributors wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212 [0954

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041 [0921

AUSTIN SIXTEEN

CAR MART, Ltd.
LONDON Distributors.

1949 Austin 16hp saloon, heater, 16,000 miles, guaranteed; £715.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

B. J. HUNTER, Ltd., offer:—

1947 Austin 16 saloon, very roomy and economical car; £625.
B. J. HUNTER, Ltd., 72, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [C5043

H. A. SAUNDERS, Ltd., offer:—

NEW Austin 16h. hire cars. Now available for immediate delivery. Best part exchange allowance for your present car, h.p. terms available.
836, High Rd., N.12. Hillside 0024 [C2027

CLAMFIELD LAWRENCE offer:—

1947 Austin 16 saloon, black/brown, 30,000 miles, one owner, cellulose, unmarked, magnificent throughout; £625.—407, High Rd., N.12. Finchley 0091. [C2053

1948 Austin 16 saloon; £675.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2284. [7739

1946 Austin 16 de luxe saloon, black (choice 3); £550.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1949 Austin 16 saloon, blue/black, window heater, immaculate condition, mileage 18,000; £775.—Valentine 9478. [7667

1949 Austin 16, one owner, immaculate condition, small mileage; £745, or near offer.—256, Twickenham Rd., Isleworth, Middlesex. Pop. 6468. [7690

NAYLOR & ROOT.—1949 Austin 16 sunroof, dark blue, brown hide, radio and heater, one owner, low mileage; £725; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 3272. [C5022

1948 (October) Austin 16 saloon, one owner since new, blue with brown leather, excellent preservation; £595.—Bela Service Garages, 184, London Rd., Kingston-on-Thames. Kingston 1188. [C1016

ROSE & YOUNG, Ltd., offer 1948 Austin 16hp saloon, good condition throughout, radio and heater, black; £550.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (One minute Streatham Hill Station.) Tulse Hill 6464. [C5057

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SIXTEEN

8000 miles only.—One owner 1949 Austin 16 [illegible]-body saloon, black/brown leather, condition literally as new and mileage guaranteed, sold new and maintained by ourselves; £795.
L. F. DOVE, Ltd., Guildford Rd., Woking, Surrey. Tel. Woking 1282. [C1078

595 gns.—Austin 16, 1949, de luxe saloon, grey, sliding head, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1949 Austin 16hp saloon, blue with brown leather, fitted radio and heater, an immaculate car; guaranteed for 3 months and subject to our 7 days free trial terms; comprehensive stock list available upon application.—Paragon Motor Co., King St., Oldham. Main 2657/9. [7659

Austin Sixteen Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1

TELEPHONE: Euston 1212
[0955

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922

HIRE Limousine urgently required 1950/51, low mileage. A. & S., 2 Providence Court, North Audley Street, Mayfair-2941. [W1008

AUSTIN A70 & A90

CAR MART, Ltd.

LONDON Distributors.

1951 Austin A90 saloon, heater, 2,000 miles; £1,075.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

BOON & PORTER, Ltd.

LATEST A70 Hereford, heater, used with loose covers and mats, 2,000 miles, balance of covenant; £895. —Castelnau, S.W.13 (by Hammersmith Bridge). Riv. 4444. [C1022

AUSTIN A70, 1,100 miles only.

AUSTIN A70, 1951 (Oct.), fitted with very attractive estate car saloon bdy; £1,000.—James H. Galt, Ltd., Alvis Distributors for Scotland, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [7351

H. A. SAUNDERS, Ltd., offer:—

1949 Austin A70 saloon, black with brown upholstery, recorded mileage 17,900; £745.

836—842, High Rd., N.12. Hillside 0024. [C2027

McKINNON MOTORS, Ltd., offer:—

1951 (May) Austin A70 Hereford saloon, grey, 4,000 miles only, one owner; £1,065. B.M.T.A. consent, 6 months' guarantee, trade enquiries welcomed.
McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

GUY SALMON AUTOMOBILES offer:—

1951 Austin A90 convertible, 13,000 miles; £895. —Portsmouth Rd., Thames Ditton. Emberbrook 5551 2-3. [C4001

1950 A90s from £875; also wanted, used A90 in part exchange for new one.
H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee

1951 Austin A90 saloon, black, one owner, radio, heater, nominal mileage; £1,150. [C1001

1951 A90 saloon, black, red leather, 12,000 miles, as new throughout; £975.—Box 1913. [7731

1950 (Nov.) Austin A70 Hampshire saloon, 14,000 miles.—Durngate House, Winchester. [C1010

1951 Austin A90 saloon; £1,125.—E.F.S. Motors, Kingston By-Pass, Esher. Tel. Emberbrook 3000. [C2004

1952 (April) Austin A70 Hereford saloon, 1,200 miles, balance of covenant.—Ernest Sutton. Tel. Rogate 4. [C4023

AUSTIN A90 saloon, 9,000 miles, grey, radio, heater, mats, seat covers, July, 1951, B.M.T.A. permission. —Sanderstead 2241. [8970

1951 A90 saloon; £1,045.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050/1

1950 A90 saloon, 11,000 miles; £985.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1950 Austin A70 sunshine saloon, black, heater, 12,000 miles, immaculate; £895.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1028

1950 Austin A90 Atlantic convertible, 14,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3548. [C1027

AUSTIN A70 & A90

£745—Austin A70 saloon (December), 1949, black, brown leather, sun roof, heater, one owner, excellent, 30,000 miles.
CLARKE & SIMPSON, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [C1048

1949 (June) A70, one owner since new, reconditioned engine fitted recently, new tyres all round, spare unused; £695.
PETER BANTOCK CAR SALES, Ltd., 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

JULY, 1952, Austin A90 Atlantic saloon, black with fawn leather, H.M.V. radio, 200 miles only; £1,275. —Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1949 Austin A70 saloon, black brown upholstery, fitted heater and radio, very sound condition; £795.—Dunham & Haines, 46, Castle St. Luton 2100. [C1079

1950 (Dec.) A90, mileage under 9,000, dark green, as new, heater and radio; best offer over £900 secures.—Vian, Ladybrook, Liphook. Tel. 3139. [7788

A70 saloon, in lovely order, taxed, one owner, first reg. Sept. 3, 1949, price for quick sale, £725.—Wadham Garages, Ltd., Weston-super-Mare. Tel. 269. [7746

1950 Austin A90 Atlantic convertible, heater, radio, seat covers, dark blue, excellent condition; £950, or near offer.—Phillips, Chase, Sible Hedingham, Essex. [7463

1951 A90 convertible, green, with radio, etc., 3,000 miles only, virtually brand new; £1,050, trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4468. [C3016

A

GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

1952 Austin A90 saloon, mileage 2,000, loose covers, heater, taxed year, colour black, beige upholstery, unmarked and as brand new; £1,150; cash or hire purchase.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [7770

1951 A90, registered December, 2,000 miles, black/red, Regency covers, mats and wing mirrors, heater fitted, taxed to end of year, as new; £1,150.—H. Pope & Sons, Ltd., 39, Ballards Lane, Finchley, N.3. Finchley 0113. [7653

ROSE & YOUNG, Ltd., offer: 1950 (December) Austin A90 Atlantic coupe, radio, heater and power-operated hood 2,900 miles only, as new; offers.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

Austin A70 and A90 Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.
[0553

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0381

WANTED, 1952 Austin Hereford saloon, low mileage, to be transferred at list plus 10%, subject to B.M.T.A. consent, particulars please to
G. BATTY & SONS, Ltd., Ellin St., Sheffield, 1. Tel. 25202. [7656

AUSTIN EIGHTEEN

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1939 Austin 18hp Iver 7-passenger limousine, grey, hide upholstery to match, above average for year, one owner; £825.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

£150—1935 Austin 18 7-seater, nice condition; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1939 Austin 18 Iver 7-passenger limousine with partition, dark blue coachwork with hide upholstery to match, sound condition mechanically, beautiful appearance, licensed December, one private owner; £550.—West End Motors, Glasgow. Central 3012. [7835

Austin Eighteen Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

1938/39 privately owned Limousines also 7-passenger Saloons urgently required. A. & S., 2 Providence Court, North Audley Street, Mayfair-2941. [W1008

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

AUSTIN TWENTY-EIGHT

AUSTIN Ranelagh limousine, first registered 1941, low mileage and in first-class condition throughout; £695; seen by appointment.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1073

LIMOUSINES Ranelagh, 1939, partition, forward occasionals, leather, certified mechanically, moderate mileage, bargain price. (Fifty Limousines—Lists posted). Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1008

AUSTIN A125 & A135

CAR MART, Ltd.

LONDON Distributors.

1951 Austin A125 Sheerline 7-seater limousine, radio, heater, 7,000 miles; £1,595.

1951 Austin A125 Sheerline saloon, radio, heater, 11,000 miles, £1,525.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

H. A. SAUNDERS, Ltd., offer:—

NEW Austin A135 Princess saloons, now available for immediate delivery, best part exchange allowance for your present car, H.P. terms available.

836, High Rd., N.12. Hillside 0024. [C2027

H. A. SAUNDERS, Ltd., offer:—

NEW Austin A125 Sheerline saloons and limousines now available for immediate delivery, best part exchange allowance for your present car; H.P. terms available.

836, High Rd., N.12. Hillside 0024. [C2027

GUY SALMON AUTOMOBILES offer:—

1950 Austin Sheerline, black, immaculate, £1,295, another at £1,195.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS.—Individuality new and used.

1951 Austin Sheerline limousine, mileage 2,500.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1950 (Oct.) Austin Sheerline saloon, silver, grey leather upholstery, heater, radio, one owner.
W. J. BROWN, Ltd., established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1950 Sheerlines from £1,450; also, wanted, used Sheerline or Princess in part exchange for new one.
H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

AUSTIN Sheerline black saloon, first registered Jan. 1951, mileage 2,900, immaculate.—Apply Randall's Garage, Wingham, Nr. Canterbury. [7642

1952 Austin Sheerline limousine 7-seater with division, very low mileage, practically as new; reasonable offer accepted; h.p. or part exchange.
DAVID ROBINSON, Ltd., Austin House, 47, St. Peter's St., Bedford. Bedford 61375 (4 lines). [7618

AUSTIN Sheerline, June 1949, condition as new, low mileage, perfectly maintained; £995.—Tel. Barlow, Victoria 7373 (after 7 p.m., Ewell 3375). [7762

1950 (October) Austin Sheerline, black with beige interior, 6,000 miles only, radio and heater, as brand new; £1,295.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

AUSTIN Sheerline 1949 model, this low-mileage saloon is "Pristine" throughout, the black and chromium coachwork is absolutely unblemished, the interior—beige hide upholstery—virtually unmarked, and the mechanical condition, maintained regardless of cost, is without defect; we are able to offer this immaculate saloon slightly under half present-day list price at £1,050.
TEMPLE CARS, 136, Burton Rd., Derby. 45614. View by appointment. Open 8 p.m. daily. Terms; exchanges. [7794

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135

1949 Austin A125 Sheerline saloon, metallic grey with grey leather, heater and radio, very carefully looked after, in excellent condition; write or telephone for full particulars: your second-hand car taken in exchange.

HERBERT ROBINSON, Ltd., Cambridge. Tel. 4461. [C3053

Austin A125 and A135 Cars Wanted

T
H
E

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0352

AUSTIN MISCELLANEOUS

CHARLES FOLLETT, Ltd., sole distributors for Lea-Francis London and Home Counties, offer:—

1952 (March) Austin Sheerline sal., metallic blue, grey leather, one owner, 4,900 miles only, as new in every respect; £1,750.

1952 Austin A90 sal., black, red leather, one owner, 5,000 miles only, as new.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis service station, Barnsdale Yd., off Elgin Ave., W.9. Cun. 5956. [C2010

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

AUSTINS wanted.—Smiths, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0622

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

ALL models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [W1058

HATTONS, of Lord St., Southport, will buy Austins, 1938 to 1950, 8 to 16hp, in condition above average.

XXX Cash immediately for good Austin.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [W2001

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233 [0541

Austin Spares and Service

A

FIRST-CLASS service for Austin replacement units and vehicle parts, pre-war and post-war spares in stock; open Saturday until 6 p.m., night service available.—Wimbledon Motor Works Ltd., 29, High St., S.W.19. Wim. 0123 [0414

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 5665. [0232

C. G. NORMAN & Co

AUTHORISED Austin retailers, service, spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211 [0271

THE CAR MART, Ltd.,

LONDON distributors; spare parts for all models cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6500) and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6717), and 382, Streatham High Rd., S.W.16 (Streatham 7751). [0160

AUSTIN spares for old and new models.—Jenners, Ltd., Birchington. [6852

FOR Austin spares and replacement units.—Sands, Burnham, Bucks, 64. [0305

AUSTIN 7 spares, lowest prices, largest stock, stamp for price list.—Witham's, 18, Balham Hill, S.W.12. Battersea 5280/5769. [0448

FRICKERS, of Holland Park, for Austin spares and service.—Holland Park Ave. (next door to Underground). Park 5077. [S2016

AUSTIN 7 spares, any year, any part, largest stockists in U.K., exchange units.—Try Northwood's first.—35-47, Newington Causeway, S.E.1. Hop. 2852/2820.

WEST LONDON.—Rogers Garage; repairs and service; stockists. New address: Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. [S8054

NEW gears, reconditioned, guaranteed, 7, 10, 12; exchange gear boxes and repairs to all types.—Tarrant & Fraser, Ltd., 10, Winchester Mews, N.W.3. Pri. 6159. [0327

AUSTIN spares for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Distributors of Austin Spare Parts, Longbridge House, Great West Road, Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. [0399

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetters, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155 [0184

Austin Spares and Service

BROCKHURST GARAGE.—Harrow agents for Austin sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0203

AUTOVIA

£495 !!! Magnificent Autovia sports saloon. This vehicle, which cost £1,000 pre-war, represents tremendous value for the money; lavishly equipped, spotlessly maintained, late owner spending nearly £300 on complete overhaul, this vehicle has the comfort and refinements of the finest of motor cars, you must see it; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221 [C2052

BENTLEY (3½- & 4¼-litre)

C
M

CAR MART, Ltd.

1951 Bentley Mark VI standard steel saloon, black with brown leather upholstery, 13,500 miles, in exceptional condition, passed by manufacturers; £4,500.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [C1059

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE leading Northern Bentley Distributors.

1950 Bentley Mark VI standard steel saloon, black with blue leather upholstery.

1949 Bentley Mark VI standard steel saloon, black with grey leather upholstery.

1948 Bentley Mark VI standard steel saloon, black with blue leather upholstery.

1948 Bentley Mark VI Mulliner bodied saloon, blue with blue leather upholstery.

1947 Bentley Mark VI standard steel saloon, black with grey leather upholstery.

PHONE, call or write for further particulars. Demonstrations arranged without obligation.

RIPPON BROS., Ltd., Huddersfield 7070 (6 lines). Also at Bradford, Leeds and Sheffield. [0906

R. F. FUGGLE, Ltd.

1950 (November) Bentley Mark VI standard steel saloon, black and grey, maroon upholstery, genuine mileage 2,500.

1937 Bentley 4¼ Hooper 4-door saloon, complete Bentley history, genuine moderate mileage, in faultless condition throughout; £1,650.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1085. [C2017

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers, offer from their selection of first-class used Bentley and Rolls-Royce cars a 1951 Bentley Mark VI standard saloon, metallic grey, low mileage (remaining period of covenant to be signed); full details on request.—Audley House, North Audley St., W.1. Mayfair 5242-3-4. [C3030

ARTHUR MULLINER, Ltd., offer:—

1936 (Sept.) Bentley 4¼-litre, fitted with most attractive sports saloon body by Arthur Mulliner, Ltd., we have been asked to dispose of this car on behalf of the original owner, the coachwork is immaculate, some mechanical rectifications have to be made before delivery, full history available, our latest comprehensive price list of guaranteed high-grade used cars on request.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

MASCOT MOTORS, Ltd., offer.—

1936 3½-litre Gurney Nutting sports saloon.

1934 3½-litre Thrupp & Maberly sports saloon.

MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007

MANN EGERTON & Co., Ltd., offer:—

1949 (April) Bentley Mk. VI special drop head coupe by Park Ward, grey with grey leather upholstery, mileage 11,000.

1949 (Nov.) Bentley Mk. VI steel saloon, dark blue with blue leather upholstery, mileage 30,000.

14, Berkeley St., London, W.1. Regent 2073. [C2006

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

1948 4¼-litre Bentley Mark I Countryman saloon, colour grey, with red leather upholstery, many extras, chassis No. B.397B.G., in excellent condition throughout, speedometer reading 28,000 miles.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

GUY SALMON AUTOMOBILES offer:—

1936 Bentley 3½-litre Park Ward saloon, in most exceptional condition, having been overhauled this year; £1,165.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3 [C4001

BROOKLANDS. Individuality, new and used.

1949 (Dec.) Bentley Mark VI Park Ward drop head coupe, grey, one owner, overhauled and passed by makers, buy or sell your car.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1950 Bentley Mark VI standard steel saloon, in really first-class condition, Bentley Motors report available for inspection; £3,550.

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [7768

BENTLEY (3½- & 4¼-litre)

H

HOFFMANNS OF HALIFAX, Ltd.—Send for full details of first-class used Bentley cars available.—Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944. Proud member of the Swain Group. [C2057

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1934 Bentley 3½-litre by Thrupp & Maberly saloon, recent £700 overhaul by Bentley; £1,250.

1938 Bentley 4¼-litre Park Ward saloon, discs, radio, etc., resprayed; £2,150.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

LARGE stock of 3½-4¼ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [0096

1939 Bentley 4¼ sports saloon, with overdrive; £2,250.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1355, 1709. [7649

BENTLEY cars for sale at very reasonable prices; exchanges and easy terms if desired.

1950 Bentley Mark VI saloon.

1937 Bentley 4¼ Gockshoot saloon.

1937 Bentley 4¼ Gurney Nutting saloon.

1937 Bentley 4¼ Vanden Plas d.h. 4-5-str. coupe.

1936 Bentley 4¼ Barker saloon.

1936 Bentley 3½ William Arnold saloon.

1936 Bentley 3½ Mayfair saloon.

SWANMORE CAR SALES, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [C6624

1949 Bentley Mark VI all-steel 4-door sports saloon, low mileage, for immediate delivery. For fullest particulars apply:—

GROSE Ltd., Northampton. Tel. Northampton 4590. [6490

1948 Bentley Mk. VI standard steel saloon, black with fawn leather, modifications and extras, unblemished; £2,980.—Box 1713. [7179

1948 (Sept.) Bentley saloon, faultless order, radio.—E. C. Stearns & Co., Ltd., 250/262, Brompton Rd., S.W.3. Ken. 0081. [7650

CHARLES FOLLETT, Ltd., Accredited Rolls-Royce and Bentley Retailers and Repairers, offer at keenly competitive prices the following:—

1950 Bentley Mark VI standard steel sal., two-tone grey, slate blue hide, one owner, chromium plates, removable luggage carrier, just decarbonised and complete checked; £3,450.

1950 Bentley Mark VI standard steel sal., midnight blue, beige hide, one owner; £3,495.

1947 Bentley Mark VI 4-dr. sports sal. by H. J. Mulliner, maroon, beige hide, one owner, 15,800 miles only (genuine); £3,750.

BECAUSE we supplied all the above cars new, we can offer them with great confidence and give the history.

OFFICIAL retailers and repairers.—18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores: Barnsdale Yd., off Elgin Ave., W.9. Cun. 5956. [C2010

SPORTS 4-door 3½-litre saloon, boot, splendid condition, excellent value.—A. & S., 2, Providence Court, Grosvenor Square. Mayfair 2941. [C1806

1951 Bentley Mark VI s/s saloon, large bore engine, 31.5hp; list price, subject to B.M.T.A. permission.—John Stoddart, Berwick. Tel. 431. [7836

1935 3½-litre Bentley Park Ward 4-door saloon, very nice car and has been rebored; £875.—Central Garage (Croydon), Ltd., Fell Rd., Croydon. Tel. Cro. 7464. [C1042

1950 Bentley Mark VI standard steel saloon, first registered in May, 1950 (G.T. series), in really first-class condition, Bentley Motors report available for inspection; £3,550.

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [7738

1937 Bentley 4¼-litre sports saloon by Thrupp & Maberly, semi-razor edge, excellent history, beautiful condition; £1,500.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015 [7571

CLARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four-hour service to owners; used cars available for inspection.—Tel. Brookwood 2201-2. [0658

1952 Bentley Mark VI 4½-litre (big bore) Standard steel saloon, in black with brown leather, fitted seat covers, radio, sliding head, 1,199 miles only, B.M.T.A. permission; further particulars from

GEORGE BOX, Ltd., Automobile Distributors, Aldams Rd., Dewsbury. Tel. 653. [7621

1948 Bentley Mark VI standard steel saloon, dual grey with grey leather, carefully maintained, indistinguishable from new; write or telephone for full particulars; your second-hand car taken in exchange.

HERBERT ROBINSON, Ltd., Cambridge. Tel. 4461. [C3053

BENTLEY Mark VI, first registered 7.7.49, 16,000 miles, radio, sunshine roof, metallic grey, grey hide upholstery, spot lamp, etc., immaculate car; price £3,750.—Appleyard of Leeds, Ltd., North St., Leeds. Tel. 32731 [C845

BENTLEY 4¼-litre, first reg'd Nov., 1938, H. J. Mulliner semi-razor edge saloon, fitted suitcases, serviced by Bentleys throughout, one owner, 48,000 miles, perfect condition; £2,150.—Caffyns, Ltd., Eastbourne. Tel. 4343. [7757

1952 (April) Bentley (big bore) standard steel saloon, colour grey with light blue leather, mileage 1,200, B.M.T.A. permission to sell; list price.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3611

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½- & 4½-litre)

JACK BARCLAY, Ltd.

LARGEST official retailers of Bentley and Rolls-Royce; stock list of used models on request to
12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.
JACK BARCLAY, Ltd. [0067

1939 Bentley 4½-litre (overdrive) H. J. Mulliner 4-door saloon, radio. Are discs, fully licensed, one of the smartest pre-war Bentleys on the road. £2,500, or would exchange with cash for post-war Bentley.—Ashley, Witch Ball, Press Heath, Whitchurch, Shropshire. Tel. Ash. 234. [7810

BENTLEY Mark VI steel saloon (August, 1950), finished black, beige upholstery piped dark brown, mileage 12,000, 4 new India tyres just fitted, original spare unused, a magnificently kept car in new condition throughout; £4,000.—Castle's, Church Gate, Leicester. [7351

1948 (July) Bentley Mark VI 4½-litre standard sports saloon, black with grey hide upholstery, radio, one owner, engine and chassis complete overhauled by Bentley, and brought up to standard with current modifications; opportunity to obtain an exceptional car at a reasonable price; details from:—TOBY MOTORS, Regent Rd., Great Yarmouth 3273-4. [6712

BENTLEY, first registered November, 1938, 4½ MR series, with overdrive, sedanca fixed head coupe, black with red leather, completely re-upholstered, retrimmed and recarpeted, almost new tyres, heater and radio; taxed end 1952, exceptional condition, good history, really striking car with excellent performance; £2,150.—Thomas Harrington, Ltd., Old Shoreham Rd., Hove. Tel. Hove 37555. [7524

1950 Bentley Mark VI standard steel saloon, but with many special features, £3,000 only and regularly serviced by makers, all new tyres just fitted (first set), definitely looks like a new car and open to any examination or trial; £3,975.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Dealers, Ford House, New Rd., Dagenham, Rainham 770 (6 lines). [7709

1934 3½-litre Bentley Hooper sports saloon, black with grey interior, same family since new, unmarked inside or out, chauffeur maintained, £340 spent since March, i.e., springs, shock absorbers, etc., etc., renewed; full list to genuine enquirers, privately owned, write or tel. Dunnington, Yorks. 29.—V. O. Pulleyn, Holmfield, Hull Rd., Dunnington, York. Price £1,075 or near offer. [7825

BENTLEY (other than 3½ & 4½-litre)

1939 (June) Bentley 3½-litre MX series Park Ward sports saloon; £1,975.
GEORGE NEWMAN & Co., 569, Euston Rd., N.W.1. Euston 4466. [C3023

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041

TO be sold to clear estate: 6¾-litre Bentley Park Ward sports saloon, black with green hide upholstery, showroom condition throughout, new tyres, new batteries, £175 overhaul, many extras, including unbreakable tubes; A.A. or R.A.C. inspection invited; offers.—Edwards Jewellers, Whitchurch, Shropshire. [7682

Bentley Cars Wanted

SUPER demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 8060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

CMT THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (corner of Piccadilly). Grosvenor 3434. [0958

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube).—Ham. 6041.

BENTLEY late model Mk. VI wanted privately, full particulars, mileage, lowest price.—Box 1954. [7835

WANTED for personal use, 1948-50 Mk. VI Bentley, give full history, mileage, lowest price.—Box 1819. [7179

HATTONS MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley.—71, Broad St. Midland 2437. [0557

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 235. [0540

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.1. Liv. 3362. [0062

A & S always purchase Saloons, also foursome coupes, 1935 to 1939, please forward details.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [W1006

BENTLEY drop head coupe, 1951; gentleman no trade connections, interested in receiving lowest private offers, coupe preferred; only brand new condition considered; cash; full particulars.—Box 1896, c/o Liley, 3281 Duffield, Derbys. [7558

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—19, Berkeley St., W.1. May. 6266. Service works and stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types.
WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

JACK OLDING, official Bentley retailers.

RECEPTION for service in the heart of Mayfair, complete overhauls, mechanical or coachwork. TEL. Mayfair 5242 for collection.—18, Providence Court, W.1. [S5030

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS: 19, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [S1042

B.M.W.

1940 B.M.W. 2-litre type 329, a 4-seater cabriolet, in excellent condition and very pleasing performance, £375.—Carr Bros., The Soho Garage, Soho, W.1. Ger 6678-9. [7551

B.M.W. 2-litre saloon completely rebuilt including coachwork, new upholstery, recellulose, engine overhauled, all electrical equipment new, new tyres and tubes, practically as good as a new car; £550.—Cook's Garage, 55, St. John's Rd., Woking, Surrey. [6795

BOND MINICAR

BOND MINICAR, 197cc (July, 1950), perfect running order; £145 or offer.—Tel. Wembley 2643. [7861A

Bond Minicar Spares and Service

CENTRAL GARAGE, Croydon, offer: spares and service for Bond Minicar.—Central Garage, Croydon 7464. [S1042

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.
RAYMOND WAY, of Kilburn. [0827

BRISTOL

L. F. WARD, Ltd.

1949 Bristol type 401 Superleggera saloon, very clean car, colour green.
L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043

ANTHONY CROOK offers:—

1952 Type 401, green, under 800 miles, immediate delivery of a virtually new car.
1951 Type 401, 7,800 miles, heater, radio.

1950 Type 401, Cambridge grey, genuine 9,600 miles, maintained by us; one of the best used Bristols we have been able to offer.

1949 Type 400, black, heater and radio, recently thoroughly checked over by us, a very sound and immaculate car throughout.

SPECIALIZED after-sales service and all spares; we have been distributors of Bristol cars since their inception; our sales and service organization is based on fanatical enthusiasm for these cars; our experience includes countless thousands of miles on road and track and intentions of Bristol cars and engines, specially laid-out workshops with ultra-modern equipment for routine checking or complete overhauls, coachwork or any other aspect of Bristol car maintenance; send for illustrated leaflets and details of our constantly changing stocks.

TRADE enquiries welcomed.

ANTHONY CROOK MOTORS, Ltd., Town End, Caterham Hill, Surrey. Tel. 2232-3. [C9663

FRAZER-NASH CARS offer:—

1950 (Sept.) 401 Bristol saloon, black, 19,000 miles, one owner, radio, heater, immaculate condition.

1949 (1950 series) 401 Bristol with Farina 2/4-seater, convertible cabriolet bodywork, grey, blue leather.

1947 401 Bristol with Superleggera saloon bodywork, metallic grey, beige leather, completely overhauled by us.

1949 400 Bristol saloon, beige leather, metallic green, radio, heater.

ALSO several other type 400 Bristols.

FALCON Works, London Rd., Isleworth, Middlesex, Hounslow 0011. [C2015

KEVILL, DAVIES & MARCH, Ltd.,

OFFICIAL Bristol retailers.

41—52, Hay's Mews, Berkeley Sq., W.1. Gros. 2563 [0296

MCKINNON MOTORS, Ltd., offer:—

1950 (Feb.) Bristol 400 saloon, heather grey, beige leather, heater, push-button H.M.V. radio, centre roof aerial, taxed Dec. 31st, practically new Dunlops, 24,000 miles only, the whole car in outstandingly brand new condition; a gift for the connoisseur in motoring; £1,750; 6 months' guarantee.
MCKINNON MOTORS, Ltd., Langham House, 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

BARTLETT.—Bristol 1950 401 saloon; £2,250.—27a, Pembridge Villas, W.11. [C1013

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [C618

1950 Bristol 401 drop head coupe, low mileage; £2,950.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [C3037

BRISTOL

BRISTOL 400 1949 model (Nov., 1948), dark metallic grey, 29,000 miles, mechanical condition faultless, appearance practically as new, radio, heater; £1,475.—Twentyman, Bilbrook Manor, Codsall, Staffs. [7138

1949 Type 400 Bristol saloon, exceptionally low mileage, positively indistinguishable from new throughout, close ratio gear box, many extras, works maintained.—Autowork, Ltd., Winchester. Tel. Winchester 4854/3406. [C1010

Bristol Cars Wanted

BARTLETT.—The Bristol buyers.—27a, Pembridge Villas, W.11. [W1013

LATE model low mileage Bristol saloon wanted; immediate cash.—Philip Foster, 108, High St., Uxbridge. Tel. 1202. [7715

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476

BRITISH SALMSON

195 gns.—British Salmson, August, 1938, 12hp twin cam, camshaft, foursome drop head coupe, black, beige leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

B.S.A.

BSA 1936 self-change gear box, overhauled; offers.—Western 9641. [C1069

1939 Scout 2-str., rebored, very good condition; £250; o.n.o.—Croeth, Pad. 9241. [7858

275 gns.—B.S.A. Scout, June, 1939, sports saloon, black, sliding head, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

245 gns.—B.S.A. Scout, 1939, series 6, 10hp sports 2-seater, black, green leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

B.S.A. Spares and Service

BASIL ROY, Ltd., B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

SPARE parts for 10hp and 12-6 fluid flywheel models.—Aliens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-5. [0641

BUGATTI

LATEST model Type 57 Bugatti saloon, guaranteed car; £750.—J. Lemon Burton, 3, Lonsdale Rd., London, N.W.6. [0828

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071

BUICK

SIMPSON'S MOTORS offer:—

1951 Buick saloon, radio, heater, all extras, low mileage.
1947 Buick saloon, fitted radio, heater, all extras.
1949 Buick convertible, all extras.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD 1948 Buick colour black, 4-door saloon.
RHD 1947 Buick saloon.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Buick Super Dynaflow, l.h.d., 28,000 miles, radio, heater, etc.; £2,850.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62807-8-9. [C1057

1947 Buick Super 8 in really immaculate condition; £1,550.—Central Garage (Croydon), Ltd., Fell Rd., Croydon. Tel. Croy. 7464. [C1042

1950 Buick, right-hand drive, low mileage; £2,650.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5328 (5 lines). [C1050

1949 Buick Hydramatic, left-hand drive; £1,650.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5328 (5 lines). [C1050.1

1947 Buick convertible, power operated top, radio, heater, covers, magnificent car throughout, great bargain; £1,125.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3597. [C3006

1937 (Sept.) Buick Viceroy saloon, black with brown hide, fitted radio and 2 spare wheels in metal covers, 4 new retreads and new battery, excellent condition; £415.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

Buick Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Buick buyers. Wembley 8691/3903. [W4015

XXX Cash immediately for good Buick.—H. F. Edwards, 28, Upper High St., Epsom, 9400. [W2001

CAMDEN MOTORS urgently require a 1939-40 Silhouette drop head foursome coupe.—Particulars and price required to
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1055

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Buick Cars Wanted

7-SEATERS private 1937/38 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0504

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

Cadillac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. [W4015

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

SIMPSONS (Edgware):—

CHEVROLET saloon, 1939, one owner, immaculate, as new, radio and heater; £385.
SIMPSONS MOTOR SALES (LONDON), Ltd., North Rd., Edgware. Tel. 3966 and 7070. [C4014

SIMPSON'S MOTORS offer:—

1949 Chevrolet saloon, right-hand drive, all extras.
1949 Chevrolet 2-door sedan, with extras.—Simpson's Motors (Wembley), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

BRITISH & COLONIAL MOTORS, Ltd., offer:—

1951 Chevrolet Styleline de luxe saloon, R.H.D., power glide, 2,000 miles.
1950 Chevrolet Styleline de luxe saloon.
1949 Chevrolet Styleline R.H.D. de luxe saloon.
CHOICE of several Chevrolets in stock.
BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

£175.—1936 (registered June, 1937) Chevrolet 26hp drop head coupe, excellent runner; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Chevrolet Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chevrolet buyers. Wembley 8691/3903. [W4015

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027

Chevrolet Spares and Service

CHEVROLET spares, exchange engine service, main dealers.—Mayner Motors, Ltd., Southampton St., Southampton. So'ton 3266/4944. [0865

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [S1027

CHRYSLER

£300.—Chrysler Richmond saloon, good condition.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1010

1951 Chrysler Plymouth 4-door saloon de luxe, 3,000 miles, radio, heater, covers, etc., magnificent condition throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. [0643

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chrysler buyers. Wembley 8691/3903. [W4015

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mai. 5555/2155. [0495

CHRYSLER Specialists; repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234.

CITROEN

A C

A CITROEN light 15 1947 saloon, fitted recently with a new gear box, crown wheel and pinion, and just completed an engine overhaul from which it must be run in, 4 new tyres, cellulosed in spotless black with a distinctive scarlet line, due to its exceptional condition it is hard to tell from a 1951 car; £625, or reasonable offer.—Cobb, Ave 6212 (day), or Welbeck 9343. [7846

C. G. NORMAN & Co.

CITROEN sole distributors for the county of London; service, spares and replacement units.—C. G. Norman & Co., 50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0756

WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71. [5340

CITROEN Light 15 saloon, 1948, black/fawn leather, guaranteed; £695.—C. G. Norman & Co. Vic. 2211. [7645

CITROEN

H. W. MOTORS, Ltd., offer:—

1950 Light 15 de luxe saloon, black, brown hide, Bluemel wheel, superb condition throughout; £925.
1949 Light 15 de luxe saloon, maroon, red leather, new tyres, unmarked; £845.
H. W. MOTORS, Ltd. Walton-on-Thames 2404/5/6. [C2042

JOHN S. TRUSCOTT Ltd., for Citroen.

SEVERAL competitively priced post-war models are usually available; 1950 Light 15s from £750, 1950 6-cyl. from £975.
ONLY exceptionally good examples are offered.
EXCHANGES, deferred terms.
SKILLED Citroen service; spares stocked.
173, Westbourne Grove, W.11. Bay. 4274. [C4035

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen Distributors, offer the following carefully selected and unrepeatable bargain from England's largest stock of post-war Citroens.
1947 Light 15; £625.
NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [C1000

WOKING MOTORS (MAYBURY HILL), Ltd., Woking 1928, offer:—
1951 (April) 15hp Citroen saloon, colour black and red, 10,000 miles; balance of Covenant to be signed; £950.
1947 (model) 15hp Citroen saloon, black and brown, excellent condition; £595.
1948 15hp Citroen saloon, maroon with red leather, recent £100 overhaul; £675. [C4057

1950 Citroen Light 15 black saloon, 15,000 miles, immaculate; £800, no offers.—Owner, Barker. Tel. Shoreham-by-Sea 2353. [7627

MARCH 1952 Citroen 6-cylinder saloon, 6,000 miles, fitted radio, maroon, immaculate, B.M.T.A. consent.—G. Marshall & Sons, Ltd., Chesham, 64. [7780

1935 Citroen super modern, silver grey, smart appearance, 2 spare wheels, good tyres, radio, insured; £180.—30, Arcadian Ave., Bexley, Kent. [7820

1951 (December) Citroen 15, 6,000 miles, radio, loose covers, as new, subject to covenant; £1,075.—Mansfield Autos, Ltd. Tel. Euston 2587-8. [C3001

1947 Citroen Light 15 saloon, black, in first-class order, a very carefully kept car; £650.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

1935 Citroen 12hp, excellent mechanical condition, clean interior, recently recellulosed, first-class specimen; £275.—Carr Bros., the Soho Garage, Soho, W.1. Ger. 6678-9. [7549

1938 (June) Citroen 12hp de luxe saloon, black, with blue leather, perfect; £350.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7460

145gns.—Citroen 12 1935 model 4-door saloon, black, red leather, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Citroen Cars Wanted

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M

THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3434. [0172

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0930

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.
NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000

CASH immediately for good Citroen.—G. Edwards, Amenbury [illegible], Harpenden, Herts. Tel. 118. [W2000

EXCEPTIONALLY high prices paid for Citroens in good condition.—Mayfair 0131 or Harrow 4646. [W3008

RICHARDS & CARR buy post-war and good pre-war Citroens.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Citroens.—173, Westbourne Grove, W.11. Bayswater 4274. [C4035

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187

BRING your used car to the Citroen specialists; we will recondition as new.
THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams: "Trubie."

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863. Citroen parts, reconditioned drive trains, 48-hr. service. [1749

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274-5-6.

WOODFORD CAR MART, Essex distributors for Citroen cars, sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0205

Citroen Spares and Service

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms.—242-244, Brompton Rd., S.W.3. Kensington 9464.
SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490.

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow. 2284), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. [0565

CORD

B. J. HUNTER, Ltd., offer:—
1937 Cord drop head foursome coupe, enthusiast's car maintained regardless of cost; £450.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

£475.—Cord 1939 drop head coupe, black, red hide, superb appearance and performance.
SWANMORE GARAGE, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [C4029

DAIMLER

DICKS.
1937 Daimler 17hp saloon, high grade car; £375.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

CAR MART, Ltd.
1947 Daimler 2½-litre saloon, 20,000 miles; £975.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1069

WILCOX (SLOUGH), Ltd., offer:—
£975.—1947 Daimler 2½-litre 18hp sports saloon, extremely nice example, ideal for professional or family use.
MORRIS House, Chandos St., Slough, Bucks. Slough 21429. [C4052

STRATSTONE, Ltd., Daimler Distributors.
DAIMLER 2½-litre Consort saloon (1952), maroon with red leather, air conditioning; £2,150.
DAIMLER 2½-litre special sports coupe (1950 model), black with fawn leather, H.M.V. radio, excellent condition; £1,975.
DAIMLER 2½-litre saloon (1949), black with crown leather, appearance and performance equal to new; £1,395.
DAIMLER 2½-litre saloon (1946), blue with blue leather, radio, heater and demister, outstanding condition; £995.
DAIMLER 32hp limousine (1936), black with cloth to rear, excellent condition; £675.
STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). [C4022

1939 Daimler 2½-litre saloon, one owner since new and in magnificent condition; £750.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C3025

CHARLES FOLLETT, Ltd., Sole Distributors for Lea-Francis London and Home Counties, offer outstanding values in:—
1947 Daimler 2½-litre sal., in really exceptional condition, black, has been most carefully maintained and is offered at only £1,195.
1950 Daimler 2½-litre 4-str. drop head coupe by Barker, 5,000 miles only, radio and heater, superb condition; both these cars offered with written guarantee.
18, Berkeley St., W.1. May. 6266.
OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cun. 5956. [C2010

DAIMLER streamlined hearse and four following Daimler limousines, 3 with new engines, condition excellent, almost new tyres, sell separate.—Evans, 180, Merthyr Rd., Cardiff. [7445

1947 (Sept.) Daimler 2½-litre saloon, dark blue with blue leather upholstery, 33,000 miles; £1,025.—James H. Galt, Ltd., Alvis Distributors for Scotland, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [7655

1951 Daimler special sports 2½-litre 3-seater drop head coupe, electrically operated hood, 16,000 miles, colour cream and green, magnificent car, carefully maintained, just recellulosed; £1,650 o.n.o.—R. Nahum, Manchester. Bla. 8131. [7669

1952 (April) Daimler special sports coupe, ivory and black, maroon upholstery, heater, Motorola radio, taxed year, mileage 4,000, immaculate and as brand new; cost £2,625; accept £2,250 cash or hire purchase.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [7771

ARCHIE SIMONS & Co., Ltd.—1952 (March) Daimler 2½-litre Consort saloon, colour maroon, red leather upholstery, fitted latest type H.M.V. push button radio, twin spot lights, mileage just over 4,000 only, one owner, condition almost as new.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

DAIMLER drop head coupe, 2½-litre, 1950, would suit fastidious purchaser, exquisitely finished in duo green, mechanically without fault, fitted radio, heater, twin tones passlights, excellent tyres, taxed; £1,500 or near offer; exchanges, terms; view by appointment only.—Temple Cars, 136, Burton Rd., Derby. Tel. 45614. Open daily 8 p.m. [6965

1950 Daimler special sports coupe, cream and green with beige leather upholstery, fitted H.M.V. radio, heater, fog lamps and overdrive, occasional rear seats, one owner, excellent condition; guaranteed for 3 months and subject to our 7 days free trial terms; comprehensive stock list available upon application.—Paragon Motor Co., King St., Oldham. Main. 3657-8. [7660

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

DAIMLER 2½, new January 1947, one owner, black, brown, pile carpets, Oyler loose covers, fog lamps, 5 new Dunlops, new Ace discs, latest Consort flanged window frames with quarter ventilators, Consort petrol filler, all components under bonnet plated, dual heating and air conditioning, engine and body, 23,400 miles, proof consistently serviced Daimlers. London; £1,850.—Box 1927. [7801

LIMOUSINES 24hp, 1938, partition, black, widest of occasionals, superb, private, from £385.

LIMOUSINE 32hp Straight-8, Hooper Coachwork, partition, widest occasionals, magnificent condition, black, low cost (Fifty Limousines.—Lists posted.—Alpe & Saunders, Providence Court, North Audley St, Mayfair-2941. [C1006

Daimler Cars Wanted

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0932

XXX Cash immediately for good Daimler.—H. F. Edwards, 200, St. Portland St., W.1. Langham 0012. [W3005

CAMDEN MOTORS urgently require a 1946-47 Daimler saloon and a 1949-50 Daimler drop head coupe.—Particulars and price required to CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1055

Daimler Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0256

DAIMLER and Lanchester specialists.—Denham Motors, 17, Atherstone Mews, S.W.7. Western 4541. [0143

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0960

DIESEL

"SEE Lagonda Column.—McKinlay." [7766

DELAGE

BARTLETT.—Delage D70 drop head coupe, many extras, £450.—27a, Pembridge Villas, W.11. [C1018

£595 OTT.—1938 D670 24hp Delage sports saloon, with extremely handsome body by Coachcraft, Ltd., Cotal gear box, colour smoke blue with grey leather upholstery, sunshine roof, taxed.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951; after 6, Tulse Hill 4755. [C2009

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., Delage world concessionaires.—Rapid engine and body repairs; parts stocked.—82, Park St., W.1. [0659

DELAHAYE

NOV., 1949, Delahaye 135 foursome d.h. coupe, exhibit car of 1949 motor show, in really immaculate condition; £1,550.—Central Garage (Croydon), Ltd., Fell Rd., Croydon. Tel. Cro. 7464 [C1042

DELAHAYE 135M 1951 convertible, finished in light birch grey with maroon hood and interior, guaranteed 6,000 miles only and as new; write or 'phone for details and photograph.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 43405. [7620

Delahaye Cars Wanted

PRE-war coupe required, cash or post-war Vauxhall 14 offered.—24, Park Hill, Birmingham, 15. South 1215. [7039

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., Delahaye world concessionaires.—Rapid engine and body repairs; parts stocked.—82, Park St., W.1. [0660

DELLOW

1951 Dellow Mk. I, 3,000 miles, as new, clipper blue, owner going overseas; £500 o.n.o.—John Appleton, 15, Winchester Rd., Andover, Hants. Tel. 2950. [7917

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties; new and used Dellow cars available for immediate delivery.—35-35, East Dulwich Rd., London, S.E.22. New Cross 2436. [0610

DE SOTO

SIMPSON'S MOTORS offer:—

1948 De Soto saloon, radio, heater, seat covers, all extras, fluid drive.—Simpson's Motors (Wembley) Ltd. (American Car Specialists), Wembley 6691/5903 [4015

D.K.W.

1938 D.K.W. saloon, black, very sound condition, recently reconditioned.—Below.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc., repairs and overhauls our specialty.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6677. [0016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.—C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

DODGE

SIMPSON'S MOTORS offer:—

1948 Dodge, right-hand drive, all extras, black.—Simpson's Motors (Wembley) Ltd. (American Car Specialists), Wembley 6691/5903 [C3015

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0362

FIAT

FOR Fiat enthusiasts.

CLAIRMONTE BROS., Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanklin Rd., London, N.8. Mountview 5285. [0440

500 model, 1959, 2-strs.; choice of three.—Fox and Nicholl, Ltd., Derwent 1122. [C2015

C. V. RUSHMER, the Fiat specialist, offers 1959 rebuilt 4-seater cabriolet, show room condition.—39, Holland Park, W.11. Park 5731. [C3061

1947 48 Fiat 500 cabriolet, first registered 1950, dark blue, tuned engine, in faultless condition throughout; £475.

1939 model, duo blue, recently rebuilt throughout; new engine, hood, battery, B.U. carburettor and tyres, taxed Dec.; £525.—Derrington, 159, 161, London Rd., Kingston 5621-2. [C1071

£498.—Fiat 1500 1940 very special drop head four-seater coupe sports, magnificent body, streamline, late type radiator similar 1948, unrepeatable opportunity; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50 yds Holland Park Tube). Exchanges, h.p. [C1017

1938 Fiat 500 coupe, reconditioned engine, new hood and tyres, excellent all-round condition; £295 terms, exchanges.—The Lynch Garage, Uxbridge, Middlesex. Tel. Uxbridge 122. [C3055

MAYFAIR GARAGES, Ltd.—The accepted economy of Fiat 500 motoring now greatly enhanced by a considerable reduction in initial purchase price made possible only by specialisation and a staff who know their job.—Below.

MAYFAIR GARAGES, Ltd.—1939 model 2nd series 500 de luxe convertible coupe, fully reconditioned coachwork finished all black with leather upholstery and Tygan loose covers, new hood, mats and trimmings, fully reconditioned engine, extremely smart car with outstanding road performance, 3 months' guarantee; £465.—Below.

MAYFAIR GARAGES, Ltd.—The above is one of our fully reconditioned "Mayfairised" 500s as written up by "The Car" (copy on request); they are all on 1939 or later 2nd series chassis, and can be finished in any colour to customers' own requirements, and can be fitted with either rebored or relseeved engines; only Fiat spares and best quality coachwork trimmings used; tyres either new or under 25% used; guaranteed 3 months; 2-seaters, £395; 4-seaters, £415; delivery approximately 3-4 weeks (other than above).—Below.

MAYFAIR GARAGES, Ltd.—1939 500 2nd series de luxe convertible coupe, jewellescence silver with blue leather upholstery carefully maintained, very smart car in outstanding condition; 3 months' guarantee; £365.—Below.

MAYFAIR GARAGES, Ltd.—Late 1938 1100 5/8c pillarless 4-door sliding head de luxe saloon, grey, blue leather, bumpers, one owner since new, outstanding road performance, excellent condition throughout, 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—August, 1938, 500 de luxe convertible coupe, grey, red leather, bumpers, good tyres, smart car, first class condition throughout; 3 months' guarantee; £275.—Below.

MAYFAIR GARAGES, Ltd.—1937 500 convertible coupe, maroon, excellent condition throughout, 3 months' guarantee; £195.—Below.

MAYFAIR GARAGES, Ltd.—Because of the extensive stock of cars, spares and body trims that is always held, we can offer a tailor-made service in 500 coupes, and can always quote for building any car up to customers' individual requirements.—Below.

MAYFAIR GARAGES, Ltd.—To provincial customers, our exchange assembly service enables us to give the same after-sales satisfaction as that enjoyed by purchasers resident in the London area.—Below.

MAYFAIR GARAGES, Ltd.—Descriptive list and copy of "The Autocar" road test report on request.

MAYFAIR GARAGES, Ltd.—Fiat sales and service, Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6. Sats. 9-12. [C3009

325 ens.—Fiat 500, 1947 (registered August, 1948), specially imported convertible coupe, dark grey, fawn upholstery, nylon loose covers, good tyres, exceptional condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Fiat Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country; telephone or write or buyer to Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5 [0696

Fiat Spares and Service

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for Fiat in the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams. Fiat, Wembley. [0909

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644 [0136

B.D.J. (ENGLAND) Ltd., offer exchange engines fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byr. 6055. [0325

MAYFAIR GARAGES, Ltd.—Fiat renovations, sales and repairs by skilled British and Italian mechanics; model 500 service exchange assemblies, body-trims and accessories stocked.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), W.1. Tel. May. 3104-5. Open 9-6. Sats. 9-12. [0632

FORD (8 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444

1950 Ford 8hp Anglia saloon, colour black, fitted with spot lamp, 8,000 miles only, genuine car; £575.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.—HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444 [C5042

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details.

WHAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099

PALMERS MOTORS, Ltd.

1947 Ford Anglia saloon, excellent condition; £375; exchanges, terms.—53, York St., Twickenham. Popesgrove 1890. [C5014

H. A. SAUNDERS, Ltd., offer:—

1950 Ford 8 Anglia saloon, black, with red upholstery, recorded mileage 7,100; £595.

836—832, High Rd., N.12. Hillside 0024. [C2027

ALLAN TAYLOR MOTORS, Ltd., offer:—

MARCH, 1940, Ford Anglia, fitted new engine; £381.

APRIL, 1950, Ford Anglia, 6,000 miles; £650.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4411 (5 lines). [7719

£50 deposit.—Ford 8 saloon, good; also

£275 or £95 deposit.—1939 Ford 8 d.l. saloon, recon. engine.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. H.p. and exchange. [C3035

W. J. BROWN, Ltd., for guaranteed Fords.

1948 (Feb.) Ford Anglia saloon, black; £395.

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1321

WELL HALL ROAD GARAGE offer:—

1949 Ford Anglia, black, perfect; £495.

WELL HALL ROAD GARAGE, Well Hall Rd., S.E.9. Eltham 5854. [C4011

DAGENHAM MOTORS, Ltd., Ford main dealers.

1950 Ford Anglia, black red, 3,000; £620.

1950 Ford Anglia, green beige, 4,000; £610.

1950 Ford Anglia, beige/brown, 6,000; £590.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3588 and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C100

1938 Ford 8 saloon, black, green leather, good tyres; £245.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

1936 Ford 8 saloon, immaculate condition, any trial, a bargain; £179.

G. P. (BALHAM), Ltd., 26, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1167-8-9. [C2024

1947 Ford 8, perfect condition, £450.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

£150.—1936 Ford 8 2-door saloon, taxed, drive away.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1947 Ford 8 Anglia, in excellent condition, taxed year; £435.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1950 Anglia, black, one owner, 10,000 miles, perfect; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C5016

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. 1946-50 Ford Anglia saloons low mileage, all guaranteed; also earlier models. [0578

625 ens.—Ford Anglia, November 1950, 8hp saloon, beige, one very careful owner, genuine 4,750 miles, unworn original tyres, brand new condition; terms, exchanges.—Rowland Smith, below.

545 ens.—Ford Anglia, March 1950, 8hp saloon, black, red leatherette, one owner, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

465 ens.—Ford Anglia 1949 8hp saloon, black, one careful owner, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

395 ens.—Ford Anglia, June 1948, 8hp saloon, black heater, excellent condition; terms, exchanges.—Rowland Smith, below.

325 ens.—Ford Anglia 1946 8hp saloon, black one owner, very good condition; terms, exchanges.—Rowland Smith, below.

265 ens.—Ford 8, July 1939, de luxe saloon, dark blue, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4015

1949 (October) Ford 8hp Anglia saloon, black brown leather upholstery, reconditioned engine recently fitted, whole car in new condition; 3 months' guarantee; £525.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [C2050

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Eight Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0172

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0934

FORD (10 h.p.)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1939 Ford 10hp Prefect drop head coupe, colour black, leather upholstery, ideal summer car; £435.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

CAR MART, Ltd.

1950 Ford Anglia 10hp saloon, 10,000 miles; £540.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1936-7 Ford 10 4-seater tourer, repainted very attractive beige and black, all metal parts rechromed, recent new engine fitted, runs very well indeed, taxed end of September; 239gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

OVERSEAS CARS, Ltd.

1949 Ford Prefect saloon, green, mileage 1,600, excellent condition throughout; £595; for other Overseas Cars bargains see page 37.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [C3031

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100

GLANFIELD LAWRENCE offer:—

1947 (Nov.) Ford Prefect saloon, one owner, 34,000 miles, radio, seat covers, Windtones, blue/brown leather, beautiful specimen; £845.—407 High Rd., N.12. Finchley 0091. [C2053

HENDON CENTRAL GARAGE offer:—

1949 Ford Prefect saloon, taxed year, fitted heater, twin spotlights, mats, etc., one owner; £625.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084/5. [C2034

WEMBLEY COURT MOTORS offer:—

1948 Ford 10 saloon, black, in exceptional condition throughout, any trial, special offer; £525.

1946 Ford 10, in excellent condition throughout; £475.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

W. J. BROWN, Ltd., for guaranteed Fords.

1949 (Nov.) Ford Prefect saloon, black, red leather upholstery; £595.

1949 (July) Ford Prefect saloon, black, green leather upholstery; £575.

W. J. BROWN, Ltd., established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

ARTHUR MULLINER, Ltd., offer:—

1949 (Aug.) Ford Prefect saloon, black with brown leather upholstery, carefully used and maintained by one previous owner, 1952 appearance and in really exceptional condition throughout, selected from a most attractive stock of Anglias, Prefects and Pilots, incomparably guaranteed; further details and our latest comprehensive price list on request.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Ford Prefect, mileage 7,000, choice of 2; £650.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

DAGENHAM MOTORS, Ltd., Ford main dealers.

1950 Ford Prefect, black, hide, 12,000; £725.

1948 Ford Prefect, beige, cloth, 22,000; £495.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388 and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1950 Ford Prefect saloon, colour green, beige leather, 17,000 miles only; £695.—Below.

1949 (January) Ford Prefect saloon, black, with brown leather upholstery, one owner, very well maintained; £550.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [C2008

FORD (10 h.p.)

1949 Ford Prefect saloon, one owner, black, heater, 19,000 miles.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [C4029

1946 Ford Prefect; £475.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254. [7740

495 gns.—Ford Prefect, October 1948, saloon, black, one owner, good tyres, excellent condition.—Rowland Smith, below.

575 gns.—Ford Prefect, October 1949, saloon, black, maroon leather, one careful owner, spare unused, exceptional condition; terms, exchanges.—Rowland Smith, below.

345 gns.—Ford Prefect 1939 model 10hp saloon, black, loose covers, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Ford 10, April 1938, saloon, black, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1947 Ford Prefect saloon, black, red leather, immaculate; £425.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. [7734

£285 !!! Ford 10hp sports tourer, immaculate inside and out, just had £95 overhaul and cannot be repeated at this price.—Below.

£565 !!! 1948 Ford 10hp 4-door saloon, absolutely spotless and brand new looking inside and out; choice 70 vehicles; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

1950 (Sept.) Ford Prefect, low mileage, spare unused, immaculate condition; £625.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 3557. [C3006

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloon, low mileage, all guaranteed. [0579

1946 Ford 10 Prefect saloon, black, with red leather upholstery, in clean condition, bargain; £435.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

NAYLOR & ROOT.—1949 Ford Prefect saloon, beige, brown, one owner, carefully maintained; £575; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C3022

1948 Ford 10 Prefect saloon, colour black, genuine mileage 16,000 only; £575.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431 2. [C3011

£265—Genuine 1939 Ford Prefect 4-door de luxe saloon, had recent new engine, brakes, steering, etc., by main Ford agents at cost of £76; definitely unrepeatable.—Below.

£245—1938 model Ford 10 sports 4-seater, reconditioned engine, spring wheel, 1949 front, a good example.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1939 Prefect 4-door, grey, carefully maintained, recon. engine, examination welcomed, excellent radio (optional £20 extra); £350 or offer for quick sale.—Woodhouse, 4, Whitehouse Rd., Eastwood, Essex. [7714

Ford Ten Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 3434. [0174

PHŒNIX MOTOR Co. (SURREY) Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044

ROWLAND SMITH'S the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

FERRARIS OF CRICKLEWOOD, Ltd., buy Ford Prefects, preferably 1949, in leather or cloth; h.p. settled; drive in, write or tel.—200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. Open 7 p.m. week-days. [W2008

FORD CONSUL

CONSUL (October, 1951), radio, heater, loose covers, fawn, 8,500 miles, B.M.T.A. permission, would consider older, smaller car in part exchange, can be seen London.—S. Henes, St. Clair, Chestnut Close, Amersham, Bucks. Amersham 296 after 8 p.m. [C1005

FORD (V.8)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Pilot saloons, choice of two cars, both low mileage and in first-class condition.

THESE cars are available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3047

ROUNDABOUT offer:—

1950 Ford Pilot, black, with beige leather upholstery, fitted radio and heater, one owner; £695.

ROUNDABOUT GARAGES, Ltd., Western Avenue, Greenford, Middlesex. Waxlow 1071-5. [C3058

WANSTEAD MOTORS, Ltd., offer:—

1938 Ford V.8 foursome drop head coupe, immaculate condition; £325.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [C4042

WARWICK WRIGHT, Ltd., offer:—

1949 Ford V.8 Pilot saloon, black, fawn cloth, 17,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 2761. [C4045

FORD (V.8)

ALLAN TAYLOR MOTORS, Ltd., offer:—

1950 Ford Pilot, leather, radio, heater; £750.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4423 (5 lines). [7720

DAGENHAM MOTORS, Ltd., Ford main dealers.

1950 Ford Pilot, black/brown hide, 9,000; £795.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388 and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 (Dec.) Ford Pilot, 4,000 miles only, radio, heater, choice of 2; £995.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

£150—1936 Ford V.8 30hp 2-door saloon.—Below.

£295—1939 (September) V.8 22hp 4-door saloon, reconditioned engine, exceptionally clean throughout, loose covers, new tyres, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1949 Ford Pilot saloon, green, leather interior, radio and heater; £650.

BROADWAY MOTORS, 16-18, Broadway, Bexleyheath. Bexleyheath 359. [7725

FORD Custom 1950 2-door sedan, 6-cylinder, recorded mileage 18,000, 26 m.p.g., spotless condition.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3044

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars."

1949 V.8 Pilot, blue and blue leather, radio, taxed, immaculate condition; £585.—Reliance [illegible]. [7714

FORD V.8 30hp 2-seater fixed head coupe 1936, smart, good order; £210.—135, Cricklewood Broadway, N.W.2 [C2022

£350—Ford Mercury 1939 drop head coupe, superb condition, taxed.—Value Cars, 3[illegible], Upper Richmond Rd., S.W.14. [7727

1949 Ford V.8 saloon, black/brown upholstery, excellent condition; £675.—Dunham & Haines, 46, Castle St., Luton 2100. [C1079

1950 Ford V.8 Pilot, heater, brown upholstery, in black, 650gns; part exchange, terms.—Mitchell, 1, High Rd., S.W.12. Balham 2234 [4524

FORD V.8 91A 4-door maroon saloon, column gear change, excellent condition; £345.—Ja[illegible], Ltd., 225-7, Hammersmith Rd., W.6. Riverside 4677-8. [C2045

£195 !!!—Outstanding Ford 30hp saloon de luxe, excellent bodywork, carefully used and bargain price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

£575—1948 (September) Ford Pilot saloon, one owner, blue leather, excellent condition.—Cyril Sheppard, "Sheppards Hill," Reading. Tel. Pen-ning 2345-6. [7543

Ford V.8 Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0175

ROWLAND SMITH'S the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

CAMDEN MOTORS urgently require a 1936-40 91A series saloon and a drop head coupe. Particulars and price required to

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines) [W1335

UTILITY—FORD OR OTHER BODIES

1947 Ford 10hp 6-seater Utilecon, one owner; £395.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

£325—1940 Prefect utility coachbuilt natural timber body, in perfect order.—Burkes Motors, 295, Lewisham High St., S.E.13. Tel. Lee 1081. [C1082

FORD V.8 30hp shooting brake, first regd. 1939, reconditioned engine, new roof, recellulosed natural grain, very handsome car; £350.—Tel. Ashtead, Surrey 665. [7623

Ford Utility Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Ford Miscellaneous Cars Wanted

R S

ROWLAND SMITH'S the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

W

HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [W3042

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767.

XXX Cash immediately for good Ford.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2965

Ford Spares and Service

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares. [0868

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0234

J. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordson; Dagenham reconditioned engines. 8, 10 and 30hp always available from stock.

219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at

FOORD Rd., Folkestone 51222. [0406

ALLAN TAYLOR (MOTORS) Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314

WE have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (3 lines). And 66, High St., East Ham, E.6. Grangewood 1136. [7710

FRAZER NASH

1951 Frazer Nash Le Mans replica, in first-class order throughout, complete with numerous spares, axle ratios, etc.—F. H. Peacock, Ltd., 219-221, Balham High Rd., S.W.17. [7292

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars."

1939 Frazer Nash-B.M.W. type 321 drop head coupe, property of company director, garage maintained; for immediate sale due to delivery of new car; price £500.—Tel. Uxbridge 5201. [7836

245 gns.—Frazer Nash-B.M.W., August 1935, 2-litre type 55, convertible sports coupe, black, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£495.—Frazer Nash-B.M.W. drop head, October, 1937, recent comprehensive mechanical and body overhaul, exceptionally smooth and efficient car, tyres perfect.—Ryder, Spicers Hill, Totton, Southampton. Totton 2233. [7797

1937 Frazer Nash-B.M.W. Type 319 drop head coupe, mech. perfect, two carburettors, finished attractive blend of cream with red band, excellent hood, extremely clean interior, new tyres, specimen condition throughout; £350.—Carr Bros., The Soho Garage, Soho, W.1. Ger. 6678-9. [6570

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

BARTLETT.—We are very interested buyers of all Frazer Nash-B.M.W. models.—27a, Pembridge Villas, W.11. [W1013

HEALEY

DICKS.

1948 (September) Healey 2½-litre saloon, genuine 100mph car; cost £2,700, bargain at £895.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

B. J. HUNTER, Ltd., offer:—

1948 Healey 16hp saloon, Elliott body, fitted radio, really fine car; £950.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

BROOKLANDS, Healey distributors, London, Home Counties.

"STILL world's fastest 4-seater saloon."

1952 Healey Tickford saloon, maroon, beige.

1951 Healey Tickford saloon, silver, blue.

1950 Healey "Silverstone" sports 2-seater.

1949 Healey Elliott saloon, radio, heater.

1949 Healey "Silverstone," black, many extras.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

BARTLETT.—Healey 1950 late type Silverstone 2-seater, £895.—27a, Pembridge Villas, W.11. [C1013

1951 (August) Healey 2.4-litre Abbot drop head coupe, fitted all 1952 modifications, beautiful condition throughout; £1,495; exchanges.

JOHN BRIDGE & Co., Harrowside, Blackpool, S.S. Tel. 41157. [7619

Healey Cars Wanted

B. J. HUNTER, Ltd.

REQUIRE late model Healey.—22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

BARTLETT.—The Healey buyers.—27a, Pembridge Villas, W.11. [W1013

HILLMAN 10

DICKS.

1950 Hillman Minx Mark IV saloon, carefully used, one owner; £785.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

PALMERS MOTORS, Ltd.

1949 (May) Hillman Minx Phase III saloon, immaculate condition; £675; exchanges, terms.—53, York St., Twickenham. Popesgrove 1890. [C3034

B. J. HUNTER, Ltd., offer:—

1950 Hillman Minx saloon Mark IV model, one owner; £795.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

ARTHUR MULLINER, Ltd., offer:—

1950 (Apr.) Hillman Minx Mark IV saloon, pastel green with red leather upholstery, fitted radio and heater, regularly serviced by distributors and a really outstanding example of this popular and economical model.

1949 (Feb.) Hillman Minx Mark III saloon, black with brown leather and beize cloth upholstery, fitted good quality loose covers, in excellent condition throughout; it will pay you to telephone or write for our latest comprehensive price list and details of our incomparable guarantee.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

PHILIP RICKARDS, Ltd., offer:—

1947 Hillman Minx saloon, black/blue, one owner.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051/1

McKINNON MOTORS, Ltd., offer:—

1951 (March) Hillman Minx saloon, green, red leather, 2,000 miles only, not taxed this year, one owner; £950; B.M.T.A. consent; six months' guarantee; trade enquiries welcomed.

1947 (June) Hillman Minx saloon, grey, Regency blue loose covers, large-type spotlamp to match, taxed Dec. 31st; two owners and 22,000 miles only, an exceptional car, impossible to repeat; £575; six months' guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

PHILIP RICKARDS, Ltd., offer:—

1949 Hillman Minx Phase III saloon, beige red leather, radio, heater, 22,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

C.M.I. CAR SALES (Pri. 6623) offer:—

1949 Hillman Mark IV estate car, exceptional condition; £675.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1948 Hillman Phase II coupe, smoke grey, reconditioned engine; £775.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5356 and 3658. [C1008

1949 Hillman Minx saloon, 25,000 miles, one owner; £675.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

FOR sale, black Hillman Minx saloon, 1946, single owner; £375.—Box 1899. [7691

1947 Hillman Minx coupe, black/brown, speedo reading 20,000, ex. cond.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1938 Hillman Minx saloon, blue, blue leather, sun roof, excellent condition throughout.

RIPCO, Ltd. (Hillmans purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1949 Hillman Minx Phase III saloon, blue, moderate mileage, good tyres; £750.—Below.

1949 Hillman Minx Phase III saloon, mileage 15,000, grey and red leather, taxed year, immaculate condition; £775.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C3011

1940 Hillman Minx 10hp de luxe saloon, black with red leather upholstery, taxed year; £295.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575. [C3005

£575.—Hillman Minx coupe 1948, excellent condition, any trial.—Kingston Garage, Anlaby, Nr. Hull. Tel. Hull 57136. [7238

1949 Hillman Phase III saloon, one owner, perfect order, taxed; £595.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

1940 Hillman 10 saloon, exceptional condition, taxed; £360.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1946 Minx saloon, leather upholstery, excellent, £435; also 1938, as new, £295.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [C3059

1948 Phase II Hillman saloon, excellent condition all round, taxed; £495; small car part.—Lander, 601, Drake House, Dolphin Square, London. Tate Gallery 0132. [7684

HILLMAN saloon de luxe 1942, not ex-Government, in very nice condition, taxed; £415.—Gordon Wooderson, 48, Drewstead Rd., S.W.16. Tel. Streatham 8638. [C4258

HILLMAN 10

£395—1945/6 Hillman 10 de luxe saloon, black, brown leather.—Grangewood 2530. [C4052

545 gns.—Hillman Minx 1948 series 10hp Phase II foursome drop head coupe, black, fawn leather, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Hillman Minx (June, 1938) 10hp foursome drop head coupe, green, green leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 Hillman Phase IV saloon, black, red leather upholstery, excellent condition; £735; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034

HILLMAN Minx, 1949, Phase 3 black saloon de luxe, loose covers, 17,000 miles, excellent condition, licensed December, one owner (lady); £750 or near offer; view appointment. Hop 3529. [7605

1947 Hillman Minx, sun saloon, Rootes maintained, exceptional car, far above average showroom bodywork, mechanically perfect; bargain, £550.—O'Reilly, 12, Cordova, Folkestone. [7802

£495.—1947 Hillman Minx de luxe saloon, blue, immaculate condition, maker's recond. engine just fitted, faultless.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1950 P.IV Minx convertible, blue, 10,000 miles, beautifully maintained and faultless specimen; £835; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1946 Hillman Minx saloon, black with brown leather interior, absolutely unmarked, an opportunity to acquire a lovely car in first-class condition; £545.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [C2029

1950 Hillman Minx (Jan. registration), in beautiful condition throughout, grey with red leather, taxed to Dec. 31st, genuine 37 m.p.g. on short runs; sale due solely to delivery of new car; £850 or nearest offer.—Chosen Cottage, Chestnut Ave., Barton-on-Sea, Hants. [7742

HILLMAN 16

PRIVATE 1937 Hillman 16 tourer; £180.—81, Wellesley Court, Maida Vale, W.9. Tel. Cun. 2379. [7668

Hillman Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. [087

R

S

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

R

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 6411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [010

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W304

CASH buyers of good Hillman Minxes, distance no object.—Hattons, Lord St., Southport. [0732

1948 Hillman coupe wanted for cash, low mileage, excellent condition.—Greenwich 1839. [760

WANTED, 1950 Hillman Minx saloon, covenant free, no dealers.—J. Chapman, 6, Green Park, Cambridge. [W305

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [043

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [003

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552

Hillman Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0233

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1183. [0678

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720

REPAIRS, reconditioned gear boxes.—10, Winchester Mews, N.W.3. Pro. 6159. [026

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Hillman Spares and Service

CROYDON.—Local service promotes satisfaction. Bring your Hillman car to us for regular servicing. Main agents for the Rootes Group.—Smith Auto Co., Ltd., 145, London Rd., Croydon. Tel. Cro. 4600/4632. [0668

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [5102

HOTCHKISS

HAROLD RADFORD & Co., Ltd.

SOLE concessionaires.

1951 (1950 Show Model) 3½-litre Hotchkiss Anjou saloon; twin carburettors, colour grey with black leather, fitted with radio, heater, demister and Trico windscreen washers; fitted also with cases in luggage boot, speedometer reading 8,000 miles; in very good condition.

SALES and Service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

1932 Hotchkiss all-weather Tickford saloon, fine runner; £115.—8, Cranley Mews, S.W.7 (2 minutes South Kensington Underground). Kensington 8686. [C4016

1938 Hotchkiss 16/4, attractive 4-door saloon, outstanding opportunity to obtain a thoroughbred car of modern appearance and in excellent mechanical condition; £325; terms, exchanges.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 3151-2. [C4048

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [S3047

H.R.G.

HAROLD RADFORD & Co., Ltd.

SOLE distributors for London and Home Counties, offer:—

NEW and unused H.R.G. cars available for early delivery.

1951 (March) H.R.G. 1500 2-seater, colour grey with red leather upholstery, speedometer reading 9,146, fitted with many extras and tele-control shock absorbers.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

1100cc, July, 1948, one owner; this car has just been completely rebuilt by makers, recellulosed red, several extras including twin spares, 3 extra tyres, fire extinguisher, Windtones, electric clock, external oil filter, electric and mechanical fuel sumps, manual ignition control, car looks and performs as new; £675.—Richards & Brown, Ringers Rd. (off High St.), Bromley, Kent. Ravensbourne 6479 and 2322. [C3049

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1 May. 6266.

SPARE parts.

SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594

HUDSON

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1938 Hudson Terraplane 17hp fixed head foursome coupe, steering wheel gear change, indistinguishable from new, taxed December; 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yds). [C4047

1938 Hudson Terraplane, 17hp saloon, very good condition, engine overhauled; £195; terms.—C.A.P. Motors, 130, Clapham Rd., S.W.9. Reliance 2895-6. [C1038

£175—1936 Hudson 28hp Coachcraft 4-door sports saloon, a magnificent looking vehicle for a modest outlay.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Hudson Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Hudson buyers Wembley 8691/3903. [W4015

Hudson Spares and Service

DISMANTLING Hudsons, 1939 17hp, 1937 22hp and 1934 17.—Motolympia, Welshpool Tel. Oswestry 480. [0425

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568

HUMBER

SELBORNE (MAYFAIR), Ltd.

595gns.—1946 Humber Pullman limousine, perfectly maintained by private chauffeur.

82, Park St., London, W.1. Mayfair 4735-5. [7533

WARWICK WRIGHT, Ltd., offer:—

1950 Humber Hawk 16hp saloon, green, red leather, heater, 12,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 5761. [C4045

HUMBER

ROSE & YOUNG, Ltd., offer:—

1950 Humber Super Snipe saloon, low mileage, radio and heater, metallic silver; £875.

1937 Humber Super Snipe saloon, black leather, ideal for hire work; £275.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

ARTHUR MULLINER, Ltd., offer:—

1950 (Sept.) Humber 16hp Hawk saloon (1951 model), attractively finished satin bronze with maroon leather upholstery, fitted radio, heater and over-riders, regularly serviced and carefully used by one previous owner, immaculate; it will pay you to telephone or write for our latest comprehensive price list and details of our incomparable guarantee.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

GUY SALMON AUTOMOBILES offer:—

1951 Humber Super Snipe, 12,000 miles, spare unused, colour black, immaculate condition; £1,095.

1947 Humber Super Snipe, a most superb example; £650.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS: Individuality new and used

1949 Humber Super Snipe saloon, radio, grey.

103, New Bond St., London W.1. Mayfair 8351-6. [C1029

COOMBS & SONS (GUILDFORD) Ltd., offer:—

1946 Humber Super Snipe, black, brown leather; £625.

COOMBS & SONS (GUILDFORD) Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1947 Humber Super Snipe saloon, gunmetal grey, grey leather upholstery, approximately £130 spent on recent comprehensive overhaul, including fitting factory replacement engine unit, the whole car in above average condition and excellent value at £525.

PHŒNIX MOTOR COMPANY (SURREY), LIMITED, Sutton, Surrey. Vigilant 1121. [C3044

1948 Humber Hawk saloon, speedo 21,000 miles; £775.

BREW BROTHERS, Ltd., 33, Old Brompton Rd., S.W.7. Kensington 2468. [7541

1939 Humber 27, good mechanically, bodywork needs attention; £180.

GARAGE SERVICE Co., Ltd., 9, Hoop Lane, London, N.W.11. Speedwell 3408. [C2019

1950 Humber Hawk 14, black, 8,000 miles, radio, heater, immaculate; £1,050.—Box 1350. [7622

1950 Humber Hawk saloon, 9,000 miles only.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

1949 Humber Hawk, black and brown leather, moderate mileage, heater, taxed year; £900.—Below.

1949 Humber Super Snipe saloon, black and brown leather, heater, taxed year, whole car in excellent condition, having done only a moderate mileage; £880.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1952 Humber Super Snipe, new, black/brown leather, immediate delivery; list price; no covenant.

CROYDON AUTOMOBILE Co., Ltd., 380-384, London Rd., Croydon. Tel. Thornton Heath 3276 (4 lines). [7291

RECONDITIONED Super Snipe chassis, 1946 model, new body fitted, needs spraying and completing, drive away; £350.

R. J. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, Coulsdon, Surrey. Uplands 3637. [0657

1950 Humber 14 Hawk saloon, satin bronze, red leather interior, radio and heater, genuine 14,000 miles; £995.

BROADWAY MOTORS, 16-18, Broadway, Bexleyheath. Bexleyheath 359. [7724

HUMBER Snipe saloon, 1937, Ace discs, good tyres, taxed December; £250 or £125 down.—7, Radcliffe Rd., Croydon 1505 evenings. [C2041

1937 Humber Pullman limousine, black and leather, any trial; £500.—Taylor, 2, Rosemont Rd., Hampstead, N.W.3. Hampstead 4434. [6850

1950 Humber Hawk 14hp saloon, black, heater and H.M.V. radio, 16,000 miles, A.A. report available; £1,025.—Campbell Symonds, Wembley 6262. [C1037

1951 Humber Super Snipe saloon, black with fawn leather, 9,000 miles, immaculate; £1,075.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

HUMBER Pullman lims., 1949 & 1946, neither cars used for hire work, both in very tidy condition, guaranteed; from £775.—C. G. Norman & Co. Vic. 2211. [7644

1951 Humber Super Snipe saloon; as new; bargain; £1,095; cost £1,700.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [C2050

1949 Humber Hawk saloon, black with fawn leather, most attractive condition; £850.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1950 (August) Humber Super Snipe, steel grey, 12,000 miles, heater, radio; immaculate condition; £1,100.—Guylee, Archer Rd., Sheffield, 8. Tel. 50061. [7600

NAYLOR & ROOT.—1948 Humber Hawk saloon, black, beige, sun roof, low mileage; £795; 6 months guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C3022

HUMBER

1946 Humber Snipe saloon, gunmetal grey, fitted H.M.V. radio, excellent condition throughout; only £550.—Wembley Court Motors, High Rd., Wembley. Wembley 6767-8. [C4050

£725—1948 Humber Hawk, 21,000 miles, regularly maintained in new condition; terms and exchanges.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2881. [C2051

425gns.—1940 Humber 16.9hp 4-door sun saloon, reconditioned engine, leather upholstery, magnificent; £150 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 5211. [C1049

WALTER SCOTT, Ltd.—1949 (November) Humber Hawk, green, radio, heater, excellent condition; £725; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1951 Humber Super Snipe saloon, 8,000 miles only, black leather upholstery, perfect condition throughout; £1,100.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155. [C3014

NEW Humber Super Snipe 5/6-seater saloon available for immediate delivery; no covenant or declaration necessary; write for illustrated brochure and fullest details; may we quote for your present car in part exchange?

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

1949 (August) Humber Super Snipe saloon, £685; colour grey, one owner, good tyres, mileage 26,000, heater, taxed year, really clean car, hire purchase with pleasure.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [7772

1950 (Sept.) Humber Pullman limousine, black with brown leather, 7,000 miles only, in immaculate condition; offered as this week's bargain at £1,175 for quick sale.—George Box, Ltd., Aldams Rd., Dewsbury. Tel. 653. [7751

1937 Humber Pullman limousine, leather throughout, one private owner since new, recent Burtonwood engine overhaul; the car is in magnificent order in every respect and we sincerely believe it to be the finest example of this model on the market to-day; three months' guarantee; £425.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

XXX 1949 (June) Humber Pullman 7-seater limousine, black, chromium, fawn cloth rear, black leather front, a really imaculate and outstanding one-owner chauffeur-kept car, most thoroughly recommended; £1,295; written guarantee, terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom 9400. [C2001

A & S Limousine, 1947, partition, forward occasionals, wonderful condition, throughout, genuine low mileage, private, bargain value.

1949 Pullman Limousine, partition, forward occasionals, mileage negligible, delightful condition, low cost (Fifty Limousines—Lists posted) Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Humber Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. [0672

R

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 6411).

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.— (Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0104

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0042

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044

WANTED, 1950 Humber Pullman 8-seater divisional limousine.—Evans, 180, Merthyr Rd., Cardiff. Tel. Whitchurch 534. [7823

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0066

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0555

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2951. [0790

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories.

H.W.M.

H.W.M.—1950 chassis, 3; very small mileage, new condition, 14-1 comp, 4 and 4.5 ratios, all recent modifications to front and back end carried out; thin wall bearings just fitted to engine; car in complete road trim and taxed for year; ideal car for sports car or formula racing; any type of car taken in part exchange.—John Brown & Company, Lochrin Place, Edinburgh. Tel. Fou 8504. [7[illegible]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

HENLYS Ltd.,
ENGLAND'S Largest Jaguar Distributors.
SELECTION of all models at attractive prices.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
DEPOTS at:—
MANCHESTER (Blackfriars 7945).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 307).
CAMBERLEY (Camberley 77).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0061).
GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS Ltd., England's Leading Motor Agents. [0027

DICKS.
1939 Jaguar 1½-litre drop head foursome coupe bargain! £475.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

ACRES offer:—
1947 3½-litre Jaguar saloon, finished in silver grey, brown leather upholstery, heater, radio and discs, speedometer recording 14,000 miles, undoubtedly genuine in truly magnificent condition throughout; just £695 secures.
ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [C1002

R. F. FUGGLE, Ltd.
1949 6,000 miles, 3½ saloon, black, red leather interior, absolutely as new; £1,425.
R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

RUSSELL MOTORS offer:—
1948 3½-litre Jaguar drop head coupe, moderate mileage, any trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., W.1. Tel. Sloane 9288. [3060

GATEHOUSE MOTORS offer
1947 Jaguar 3½-litre saloon, excellent condition; £725.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

JACK ROSE, Ltd., offer:—
MARK V Jaguar 3½ saloon, almost unmarked, black with brown hide, low mileage; accept £1,015.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

WEMBLEY COURT MOTORS offer:—
1946 Jaguar 2½-litre saloon, fitted radio and heater, fawn, green leather upholstery, in excellent condition throughout; £650.
1946 3½-litre Jaguar saloon, black, radio, in exceptionally nice condition throughout, a very fast, smart car; special offer, £595.
1947 Jaguar 1½-litre saloon, birch grey, just recellulosed, in excellent condition throughout; any trial; special offer, £675.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

GUY SALMON AUTOMOBILES offer:—
1948 (September) Jaguar 1½-litre special equipment saloon, grey with red leather, in really superb condition; £695.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

JOE THOMPSON (MOTORS), Ltd., offer:—
1951 model Jaguar 3½-litre, colour black, 8,000 miles; £1,575.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1950 Jaguar Mark V, one owner, 12,000 miles; £1,550.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057
1950 Jaguar 3½-litre Mark V saloon, exceptionally low mileage, extras, one owner.
RIPCO, Ltd. (Jaguars purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

JAGUAR XK120 2-seater, low mileage; £1,695.—Box 1750. [7278
1950 (Jan.) Jaguar 3½-litre Mark V saloon, black, brown leather, mileage 2,443.
CHARLES ATTWOOD & SON, Ltd., Jaguar Distributors, Wolverhampton. Tel. 20654. [17752

GORDON CARS (LONDON) Ltd., 1951 Jaguar Mk. V coupe, 164 miles; £1,795.
GORDON CARS (LONDON) Ltd., 1950 Jaguar 2½-litre Mk. V saloon; £1,475.
GORDON CARS (LONDON) Ltd., 1947 Jaguar 3½-litre saloon; £750.
GORDON CARS (LONDON) Ltd., 1947 Jaguar 2½-litre saloon; £695.
GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2023

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin 5348. [0041

JAGUAR

JAGUAR Mark V 1950 2½-litre, low mileage, excellent condition; £1,100.—Bissell, Hersday, Prestbury, Cheshire. [7697
£475.—Jaguar 100, 1939, superb looking and extremely fast car.—Tel. Fausset, Grosvenor 4774 working hours. [7842
R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London area dealers.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700
1947 Jaguar 3½-litre black saloon, new battery and gear box, maintained in excellent condition; £775 or near offer.—Kingston 5046. [7315
1939 1½-litre foursome coupe, £300 recondition, radio, a connoisseur's specimen.—Speedsters, Ltd., Horley 628. (See Sports Car column.) [C4020
1947 Jaguar 1½-litre, black, special equipment, engine just overhauled; £650.—Kirkwood Cars, 73, Streatham Hill, S.W.2. Tulse Hill 1286. [7735
1950 Jaguar Mark V 2½-litre saloon, grey with grey leather, radio, heater, very carefully maintained, exchanges welcomed; £1,375.
H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [C4005
1950 Jaguar 2½-litre Mark V saloon, radio, heater; £1,245.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027
1949 Mk. V Jaguar, grey/red leather, low mileage, immaculate condition; £1,195.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [C4011
795 gns.—Jaguar, September, 1948, 3½-litre four-some drop head coupe, black, brown leather, one careful owner, moderate mileage, exceptional condition; terms, exchanges.—Rowland Smith, below.
295 gns.—Jaguar 1939 2½-litre saloon, black, sliding head, fawn leather, very good condition, terms, exchanges.—Rowland Smith, below.
595 gns.—Jaguar, July, 1946, 3½-litre saloon, black, sliding head, brown leather, one owner, excellent condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018
£665 !!!—1947 Jaguar 3½-litre saloon, black brown leather, two owners, exceptionally well maintained.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

JAGUAR Mark V 3½-litre, Oct. 1949, for sale, chauffeur maintained and Henlys service since new, one owner, perfect condition; best offer over £1,000.—Reply Box 1924. [7748
BRUTONS, Ltd.—1939 Jaguar 2½-litre saloon, black, fawn interior, discs, attractive looking fast car; £385.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [C1026
LANCASHIRE specialized sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [0592
SS 100 Jaguar, very special 2-str., superb coachwork in scarlet, with mottled black leather; new tyres; engine fitted 1951; tonneau; colossal performance; £395. 45, Shirehall Park N.W.4. Hendon 1646. [7616
1948 Jaguar 1½-litre special equipment saloon, gunmetal, 20,000 miles guaranteed; £795.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057
1949 Jaguar 1½-litre saloon de luxe special equipment model, immaculate condition; £795; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034
1950 Jaguar Mark V saloon, pastel blue with red leather, radio and heater, one owner, 18,000 miles, really exceptional condition; £1,465.—K.J. Motors, Ltd., Bromley, Kent. Ravensbourne 3456-7-8-9. [7487
JAGUAR 3½-litre saloon, 1947, first-class throughout, very smart in black and chromium, tyres as new, taxed, fitted heater, demister, pass lights; sacrifice; £665; exchanges, terms.—Temple Cars, 159, Burton Rd., Derby. Tel. 45614. Open daily 8 p.m. [7706
£395 !!! October, 1938 2½-litre 20hp Jaguar drop head foursome coupe, fitted push-button radio, heater; new Dunlop Gold Seal tyres, black with red leather, new hood, an extremely attractive car, taxed to end of year.
BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951; after 6, Tulse Hill 4725. [C2009
1946 (August) 3½-litre Jaguar saloon, chauffeur maintained, 48,000 miles, H.M.V. radio, gunmetal grey, very good condition throughout; £600.—C. A. Sadler, Ltd., New Rd., Langley, Nr. Birmingham. Tel. Broadwell 1016. [7398
1951 (July) Jaguar Mark V drop head coupe, black with brown leather upholstery, immaculate, one owner, low mileage, radio and extras, individual and genuine motor car. B.M.T.A. permission.—May be seen Willetts, Ltd., Eastbourne. [6912
1950 (July) Mark V 3½-litre Jaguar saloon, chauffeur driven and maintained, 19,00 miles, H.M.V. radio, Ace rimbellishers, gunmetal grey, immaculate condition throughout; £1,385.—C. A. Sadler, Ltd., New Rd., Langley, Nr. Birmingham. Telephone Broadwell 1016.
1950 (December) Jaguar XK 120 2-seater; ivory and brown with beige upholstery; one owner; well maintained; guaranteed for 3 months and subject to our 7 days free trial terms; comprehensive stock list available upon application.—Paragon Motor Co., King St., Oldham. Main 3657/9. [7663
1949 Jaguar 3½-litre Mark V saloon, metallic grey with grey blue leather; fitted H.M.V. radio and mascot; one owner; very fine example; guaranteed for 3 months and subject to our 7 days free trial terms; comprehensive stock list available upon application.—Paragon Motor Co., King St., Oldham. Main 3657/9. [7662

JAGUAR

CAMDEN MOTORS.—Jaguar Mk. V 3½-litre saloon, late 1949, immaculately finished in grey with leather interior to tone, H.M.V. press-button radio, heater, etc., etc., moderate mileage and in outstanding order, the most attractively priced Mark V on offer at £1,095.
CAMDEN MOTORS.—Jaguar 3½-litre drop head four-some coupe, 1948, a scarce model in beautiful Jaguar green, all extras, radio, heater, discs, etc., 18,000 miles; £795.
CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1947, very late registration, H.M.V. radio, heater, etc.; engine just decoked, serviced and tuned in our workshops; £645.
CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1946, silver-grey, red leather, 4,000 miles since reconditioned engine fitted at works, heater, discs, etc.; £595.
CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1939 model, original black coachwork with red leather interior, passlights and dual windtones, brakes and steering just overhauled; £595.
ALSO a very attractive 1939 drop head foursome coupe in metallic bronze with radio and heater.
CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1947, one owner since new, maintained and serviced every 2,000 miles by county distributors, all service data and bills available; £645.
CAMDEN MOTORS.—Jaguar 2½-litre drop head four-some coupe, 1940, engine sleeved and whole car overhauled three months ago, excellent hood and tyres; £495.
CAMDEN MOTORS.—Jaguar 2½-litre competition model 2-seater, metallic red, usual special features and many extras, twin spares (almost brand new), full tonneau cover, chromed luggage grid, extremely fast and delightful to drive; £565.
CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1937, in metallic green, very good all-round condition, new Dunlop tyres; £265.
ANOTHER 1937 sports saloon, fitted reconditioned engine last week.
CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, with radio, heater, discs and other special equipment items—first registered October, 1946, colour black, red leather; £595.
CAMDEN MOTORS.—Jaguar 1½-litre sports saloon, 1939, original black finish, well maintained, usual Jaguar performance; £445.
CAMDEN MOTORS.—Jaguar 1½-litre sports saloon, 1939, engine reconditioned recently, excellent appearance, coachwork literally devoid of blemish; £495.
CAMDEN MOTORS, Jaguar Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars ready for inspection and purchase; hire-purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday/Saturday. [C1035
1947 Jaguar 3½-litre saloon, finished in gunmetal and upholstered in silver/grey leather interior with carpets to match, all equal to new, excellent tyres, mechanically in excellent condition, this is the special equipment model with twin passlamps and P100 headlamps, a specimen car; £595; terms, exchanges.
MALMESTONE ENGINEERING Co., Cross St., Pendleton, Manchester, 6. Pen. 3457. [C3000
JAGUAR 3½-litre specially built coupe, Earls Court exhibition model, radio, heater, air cond., lighter, passlamps, Mellotone horns, part engine and tools plated, the car is unique and virtually new and one of the fastest in the world; best offer only, part exch. terms.—Paltone, Ltd., 156, Bath St., Rugby. Tel. 4114. [750

1948 (July) 1½-litre (14hp) special equipment saloon, black with brown leather; one owner; exceptionally well maintained; guaranteed for 3 months and subject to our 7 days free trial terms; comprehensive stock list available on application.—Paragon Motor Co., King St., Oldham. Main 3657/9. [7661

Jaguar Cars Wanted

CM
THE CAR MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1. Grosvenor 3434. [0875
ROWLAND SMITH'S.
ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945
COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234
SAUL & SLATTER, Ltd.—44-46, Aldermans Hill, N.13.
MAIN dealers urgently require modern Jaguar cars.—Tel. Palmers Green 1205/7173. [W4002
MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.
CAMDEN MOTORS urgently require a 1946-48 Jaguar 1½-litre saloon and 1946-48 Jaguar 2½-litre drop head coupe.—Particulars and price required to
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

Jaguar Spares and Service

HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Service Station.
GREAT West Rd., Brentford. (Ealing 3477.)
SPARES and replacement engines for all models.
AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7
QUICK completion of repairs. [0945
SAUL & SLATTER, Ltd., 44-46-Aldermans Hill, N.13
FULL stock of spares; Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 1205/7173. [W4002

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jaguar Spares and Service

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0450

R. P. POWELL (MOTORS), Ltd., East London area dealers for Jaguar cars, sales, service and spares. —721, Romford Rd., Forest Gate, E.7. Maryland 4818-9.

MERCHISTON MOTORS, specialists for Jaguars. "Wilkie" Wilkinson, works director.—Merchiston Motors, Merchiston Mews, Edinburgh, 10 Fountainbridge 2795. [7336

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0528

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719

JEEP

JEEP.—All-metal utility body, good condition; £295.—Morgan, Streetfield, Thursley, Surrey. [7604

WHAT car costs less than £500 and is as good as new? A Metamet converted Jeep.—98b, Belsize Lane, N.W.3. [2595

1952 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8745. [0619

UNREGISTERED Jeep utility, fitted most attractive body; £355.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

JEEPS.—Britain's leading Jeep specialists, all spares in stock, prompt despatch; rebuilt Jeeps detachable bodies, utilities. 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013, 0621. [0241

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0820

JEEPS!! Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. Winchester 4684 3406. [C1010

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. —Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—271-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0035

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos. (See under Jeeps.)

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom.—Spares and service, 64-66, Holland Park Ave., W.11. Park 5077. [S3050

JENSEN

JENSEN Interceptor cabriolet, April 1951, delivery mileage only and brand new, dark brown, beige leather, over 100mph and 24mpg, heater and special headlamps, owner still abroad; nearest £2,500.—Mrs. Vigars, Brill House, Aylesbury. [7793

JOWETT

COFPC

CLARKE'S OF PIRBRIGHT.

MAIN Agents.

OWNERS of Javelins, Jupiters and Bradfords are reminded that Jowett Cars Limited recommend that their vehicles are serviced by Jowett Main Agents. Day and Night Service, Guildford, Woking and Aldershot area. Factory-trained mechanics. Spares and equipment to deal with every repair.

GUARANTEED used Jowett products including:—

1951 Jowett Javelin de luxe saloon.

1950 Jowett Javelin de luxe saloon.

1949 Jowett Javelin de luxe saloon.

VANS and utilities from 1946 upwards.

DEMONSTRATION model to the latest specification available to clients considering the purchase of new Javelins.

CLARKE'S OF PIRBRIGHT

PIRBRIGHT, Surrey.

BROOKWOOD 2301-3 [0839

HMBH.

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1950 model Javelin standard saloon, in green with fawn interior, loose covers, H.M.V. radio, £975.

1949 Javelin de luxe saloon, fitted with 1950 wooden dashboard and bumpers, Ekco radio, fitted with latest type hard crankshaft; £775.

6 months "same as maker's" guarantee.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

JOWETT

CAR MART, Ltd.

1951 Jowett Javelin saloon, 11,000 miles; £595.

1949 Jowett Javelin saloon, heater, 12,000 miles; £795.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [C1039

NEWNHAMS, Ltd.

1950 Jowett Javelin de luxe saloon, black with red, radio, very carefully used; £895.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

DENHAM SERVICE STATION, Ltd.,

THE used Javelin enthusiasts, offer:—

£925.—1950 (October) Javelin de luxe saloon, black, brown leather upholstery, recent overhaul in our own works, one owner.

DENHAM SERVICE STATION, Ltd., Oxford Rd., Denham, Bucks. Denham 2266. [C1070

1948 Jowett Bradford utility; £475.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [7540

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Jowett Javelin, 11,000 miles, colour black with brown upholstery.—Tel. Radlett 5631-6. [C4005

PURCHASE a good used Jowett from Kingston Main Agents.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

1950 (Nov.) Javelin de luxe saloon, black, red, immaculate, one owner, 9,500 miles; £920.

H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

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The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS

SECOND-TO-NONE in PULLING POWER

1952 Jupiter, 2,900 miles, bronze, owner going overseas; £990 o.n.o.—Major Ridley, Seaview Hotel, Eastbourne. [7855

JOWETT and Javelin main agents, spare and specialised Service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422

1949 Javelin de luxe, radio, heater; leather upholstery; small mileage, carefully driven and maintained; £800.—471, Bury Rd., Rochdale. [7589

JOWETT Javelin, 1948 (Dec.), black with red leatherwork, speedo, reading 14,000 miles; guaranteed; £625.—C. G. Norman & Co., Vic. 2211. [7646

MAY, 1952, Jowett Jupiter, 3,000 miles, 2-seater sports, red with brown leather, test offer.—Arlington Works, Arlington Rd., Twickenham. Popesgrove 6577. [C3046

£765.—1948-9 Jowett Javelin full de luxe saloon, black, red leather, heater, loose covers, etc. —Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1084

1950 Jowett Javelin saloon de luxe, heater, radio, immaculate condition; £895; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1054

1949 (Oct.) Javelin saloon, new factory engine just fitted, in almost new condition throughout, green and cloth; £750.—Pantiles Service Garage, London Rd., Guildford 5326. [C5035

£1195!!!—1952 Jowett Jupiter coupe, 2,850 miles —condition obviously as brand new throughout, offered at over £300 below list price, this car must be seen and tried to be believed.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars; hire purchase, part exchanges; free delivery. Showrooms open till 8 p.m. Monday/Saturday. [C1035

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service. —Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2505. [0802

JOWETT

1949 Jowett Javelin saloon, grey and beige leather, fitted heater, four new tyres, low mileage, taxed December, in showroom condition; £750.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

1952 Jowett Javelin de luxe saloon (regd. 8th January, 1952), maroon/beige leather, 4,600 miles only, B.M.T.A. permission to sell; any inspection invited; demonstration by appointment; £1,150.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054

Jowett Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Jowett cars.—320, Euston Rd., N.W.1. Euston 1212. [0974

ROWLAND SMITH'S.

ROWLAND SMITH'S the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954

DENHAM SERVICE STATION, Ltd., wish to buy immediately the following Javelins:—

1950-51 Javelin de luxe saloons.

1949-50 Javelin standard saloons.

WE are always interested to receive details from Javelin owners wishing to dispose of low-mileage cars.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [W1070

TRINITY CARS, Ltd., Jowett, Javelin, Jupiter and Bradford main agents; specialists in repairs by factory-trained mechanics, full range of spares and replacement units.—94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054

Jowett Spares and Service

MILESTONES (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch trade or private.—Tel. Erith 2469/2639. 308, Erith Rd., Bexleyheath. [0571

CROYDON.—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—228, 234, London Rd., Croydon. Cro 5641. [0463

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spare and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). [0009

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bobnersfield Lane, Harrow. Tel. 6225-6

BIRMINGHAM main agents; large stocks of spares.—Frank Mosley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. End. 0916. [0540

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans, spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [0679

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience; spares and service. [0756

JOWETT Javelin, Jupiter and Bradford; for the convenience of the trade full spares service, repairs and guarantee claims facilities now available at 7-9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (10 lines). [0023

LAGONDA

GUY SALMON AUTOMOBILES

LAGONDA and Aston Martin agents.

1952 demonstration model coupe available.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HAROLD RADFORD & Co., Ltd.,

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6652 (5 lines). [C5047

GUY SALMON AUTOMOBILES offer:—

1952 (April) Lagonda 2-6-litre drop head coupe, 7,000 miles, fitted H.M.V. radio, quite as new; £2,950.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001/1

BROOKLANDS, Lagonda distributors; latest models.

1952 Lagonda 2.6-litre saloon, mileage 5,600.

1950 Lagonda 2.6-litre saloon, mileage 11,000.

BUY or sell your car at:—

103, New Bond St., London, W.1. Mayfair 8551-6. [C1029

LAGONDA 2-litre 1932 saloon, excellent tyres; seen near Uxbridge; £225 or offer.—Box 1929. [7813

PERFORMANCE CARS, good selection always available, written guarantee.—See under "Sports Cars."

1950 Lagonda saloon, immaculate, low mileage, £1,925.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel.: Euston 5228 (5 lines). [C1050

LAGONDA Rapier foursome coupe, maintained in meticulous condition, mechanically and in appearance, black, green leather, fitted Michelin R.L.P. tyres (nearly new) and wheels, taxed September; £945.

1951 Rapier racing 2-seater, specially designed and made pre-war, but not assembled and finished until January, 1951, mileage 8,000. Alfa red, road equipment; £445.—Derrington, 159-161, London Rd., Kingston 5821-2. [C1071

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAGONDA

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.).

1933 16-80 4-seater drop head coupe, fine condition throughout, taxed for year.

1934 16-80 2-seater with dickey seat, very good chassis history, coachwork in good order.

1936 L.G.45 4½-litre saloon, chassis comprehensively reconditioned, body recellulosed, splendid order throughout.

1938 V.12 drop head coupe, recorded total mileage 35,000 of which 8,000 only covered by existing Sanction II engine, radio and wheel discs, taxed for year.

1940 4½-litre L.G.6 independent suspension sports saloon, in immaculate condition throughout, this car has covered only 12,000 miles since fitment of completely reconditioned engine and thorough check-over by Lagonda Ltd.; radio and wheel discs.

FURTHER particulars of these and other 4½-litre and V.12 models now in course of preparation.

DAVIES MOTORS, Ltd., 273 London Rd., Staines. Tel. Staines 4211-2-3-4-5 or (private) Popesgrove 5384. [C1060

1937 Lagonda saloon-de-ville, new engine, shock absorbers, new tyres; £400; immaculate.—15, Walton Rd., Sale, Cheshire. Sale 1835. [7598

1935 mod. Lagonda 4½-litre pillarless saloon, fitted Perkins diesel engine giving over 30 mpg on Derv., top gear 30 mph per 1,000 rpm, max. 2,500 rpm, coachwork very superior; a very impressive car with running costs comparable with those of 8hp car, £385; or exchange post-war car, cash adjustment.—McKinlay, Chemist, 7, High Street West, Glossop. [7765

1938-9 Lagonda V.12 (July, 1938), a really beautiful specimen of this famous car fitted with 4-door Lagonda sportsman's saloon bodywork, finished royal blue, fitted Ace discs and no. plates, Lucas milebeam head lamps and pass lamp, all chrome, equal to new, the interior is in superb condition and is upholstered in red leather with carpets to match, all fillets and dash in polished burr walnut, also fitted new H.M.V. push-button radio, interior heating, cooling and demisting, the mechanical condition of this car is excellent and the performance is really amazing, this car has recently returned from Lagondas for checking at a cost of £200; offered at the low figure of £750, terms, exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Manchester, 6. Pen. 3457. [C3000

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.) for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. [S1080

LANCHESTER

STRATSTONE, Ltd., Lanchester Distributors.

LANCHESTER 10hp saloon by Barker (1951), black with brown leather; radio; 12,000 miles; £1,195.

LANCHESTER 14hp de luxe saloon (1939), grey with red leather; £475.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404). Service: 7, Herbrand St., Russell Sq., W.C.1. Terminus 7464. [C4022

ACE SERVICE STATION (LONDON), Ltd., offer:—

1947 Lanchester 10 saloon, meticulously maintained, exceptionally clean; £645.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [C1000

235 gns.—1938 Lanchester Roadrider saloon, very clean car.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

1948 Lanchester 10 saloon, blue, one owner, superb throughout; £725.—Campbell Symonds, Arnold 2246. [C1057

265 gns.—1937 model 14hp de luxe 4-door saloon, black, red leather, carefully used, excellent condition; terms; exchanges.—Rowland Smith, below.

195 gns.—Lanchester 11, 1936, de luxe 4-door saloon, black, sliding head, brown leather, preselector, carefully used, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1937 Lanchester 14 Roadrider saloon, engine completely overhauled, bill shown, new battery, selling because new car delivered; £290.—Barnet 2818. [7784

£299—1938 Lanchester 14 4-door de luxe saloon in exceptional condition throughout.—Brav Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1947 (Oct.) Lanchester 10 sun saloon, black with red leather, taxed, perfect order, one owner; £625.—E. C. Stearns & Co., Ltd., 250/262, Brompton Rd., S.W.3. Ken. 0081. [7652

£150 deposit.—Lanchester 10 saloon, considered to be the best of its kind in appearance and performance, exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [C3059

£325!!! 1937 Lanchester 14hp Roadrider saloon, late property of retired bank official and in completely original condition throughout, even to the carpets, this car has been most carefully treated, never driven much over 40 m.p.h. and is to-day in very much better mechanical condition than many post-war cars costing nearly double, the engine is quiet and smooth with good oil pressure, brakes, steering, suspension, etc., just as you would wish them to be, all tyres were renewed last June, definitely a car for the discerning motorist.

ALSO 4 Lanchester 10 saloons from £95; write for catalogue to

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [C1035

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grand Rd., Addiscombe 2931. [0779

LANCHESTER and Daimler spares, large stock of spares; gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252/3.

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester, specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0689

LANCIA

H. W. MOTORS, Ltd., offer:—

LANCIA (Aprilia 1,485cc) Farina drop head coupe 4-seater, 1950 model, show car at 1949 Earls Court exhibition, superb example of Italian coachbuilders' art, finished in grey, trimmed in maroon leather with matching loose covers, louvred disc wheels, radio, heater, etc., all Italian instruments, 25,000 kilometres (15,000 miles approx.); whole car in unmarked condition; £1,725.

H. W. MOTORS, Ltd., Walton-on-Thames 2404-5-6. [C2042

JOHN S. TRUSCOTT, Ltd., for Lancia.

GOOD examples are becoming increasingly scarce.

WE usually have the best available.

PRESENT stock includes a really good 1939 Aprilia standard saloon and an Aprilia Farina cabriolet.

ALSO 1950 Aprilia 2nd series saloon for early delivery.

FULL details on request.

EXCHANGES, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.10. Tel. Hillside 2393. [0543

ROWLAND SMITH'S, the Lancia buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0382

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0509

JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Lancias.—173, Westbourne Grove, W.11. Bayswater 4274. [C4035

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0320

LEA-FRANCIS

DICKS.

1947 Lea-Francis utility, unrepeatable bargain; £595.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

JACK STONE & SON offer:—

1947 Lea-Francis 14hp 4-door black saloon, red leather, radio and heater, low mileage as new; £545; cash, terms and exchanges.—221, Upper Richmond Rd., Putney. Tel. Putney 1054-5, 2276-7. [C4021

B. J. HUNTER, Ltd., offer:—

1948 Lea-Francis utility, maker's body, really as new; £795.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

LEA-FRANCIS 2½-litre sports, first registered February, 1952, mileage negligible, radio, £1,650.—Box 1903. [7700

CHARLES FOLLETT, Ltd.—Sole distributors Lea-Francis London and Home Counties, "new price level"; the following cars represent first class value and are all guaranteed for 3 months.

1949 Lea-Francis 14hp 6-light streamlined saloon, black, beige leather, one owner, 14,000 miles only, heater and demister; this rare car, which has been chauffeur maintained, offered at £1,375.

1950 Lea-Francis 18hp 6-light streamlined saloon, gunmetal, maroon hide, one owner, 16,000 miles, radio, heater and demister, a very fast car of modern appearance; £1,725.

1952 Lea-Francis 2½-litre 2/4-seater, gunmetal, red leather, Motorola radio, 1,600 (sixteen hundred) miles only, as new.

1950 Lea-Francis (1951 body style) 14hp 4-door saloon, maroon, maroon leather, one owner, radio, heater and demister, loose covers, 21,000 miles, carefully maintained; £1,395.

1951 Lea-Francis 14hp 4-door saloon, dark green, green hide, one owner, radio, heater and demister, 8,000 miles only; £1,475.

1951 Lea-Francis 14hp estate car, natural wood, maroon bonnet and wings, etc., one owner, radio, heater and demister, 18,000 miles; a practical vehicle with saloon car comfort; £1,295.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cun. 5936. [C2010

1949 Lea-Francis 14hp 6-light streamlined sal., black, beige upholst., radio, 31,000 m., perf. cond., works maint.; £1,100; one owner; txd. and ins.; seen London.—Tel. Betchworth 2299 after 7. No dirs. [7643

LEA-FRANCIS

1951 model (October, 1950) Lea-Francis 14hp saloon, black, unmarked, 16,000 miles, original owner; £1,100 for quick sale.—Needham, 470, Purley Way, Croydon. Croydon 2602, between 8 a.m. and 12.30 p.m. and 1.30 and 5 p.m. [7698

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE Parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0596

LINCOLN

SIMPSON'S MOTORS offer:—

1950 Ford Special Crestliner, radio, heater, lime green and black.

1951 Ford Victoria coupe, radio, heater, seat covers, low mileage, excellent condition.

1947 (first registered) 4-door saloon, right-hand drive, seat covers.

1950 Ford station wagon, full de luxe, all extras.—Simpson's Motors (Wembley), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

LINCOLN-ZEPHYR

NOEL ROSCOE offers:—

1939 Lincoln-Zephyr 36 V.12 4-door convertible, this magnificent motor car has just undergone a complete overhaul at a cost of over £300, finished black, brown leather of super quality, latest type of plastic leather hood, rechromed, new tyres, Motorola radio, heater, twin spotlamps, 18mpg, 95mph, looks more like a 1949 motor than a 1939; price £600.

AMERSHAM Rd., Chalfont St Giles, Bucks. Tel. 152. [C3063

145 gns.—Lincoln-Zephyr, May, 1936, 37hp V.12 4-door utility, natural timber body, side windows, removable seating, rear entrance, good condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

LLOYD

1949 Lloyd, bargain; £289; 4-seater, 15,000 miles; any trial; Windtone horns.—Kingston 5993. [7534

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1936 Type 500K 4/5-seater cabriolet, blue with beige hide, recent mechanical overhaul; reasonable offers invited.—Victoria 8715. [5578

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

£695—Mercedes-Benz 500K foursome drop head, exceptionally attractive.

SWANMORE GARAGE, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [C4024

1936 Continental, type 200 Mercedes-Benz, cabriolet, only two owners, bodywork good and engine excellent, highly suitable officer proceeding Germany; only £285.—Wilson, Wraxall, nr. Dorchester. Tel. Evershot 94. [7816

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [3165

M.G.

P C

M.G. T.C., 1949, £595; M.G. T.C., 1947, £535; M.G. T.C., 1946, £525.

M.G. 1,100, ex-Lester, £465; M.G. P.B., 4-seater, 1936, £295.

M.G. 2-litre drop head foursome, choice of 3, 1938; £355, £345, and £275.

M.G. T.A., choice of 4, 1937 to 1938; £275 to £345.

M.G. P.A. 8hp 2-seaters, choice of 3, 1935; £275 to £295.

M.G. J2 8hp 2-seaters, choice of 4, 1933; £175 to £245.

M.G. Magnette 4-seater tourer, 1935, £275; M.G. Magnette 2-seater, 1935, £275.

M.G. M-type 8hp 2-seaters, choice of 2, 1931; £95.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 8841 (4 lines). West End Show Hall, 107, New Cavendish St., W.1. Museum 8221. [C3041

CAR MART, Ltd.

1949 M.G. T.C. 2-seater, 15,000 miles; £635.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

CHARLES RICKARDS Ltd., offer:—

1949 (October) M.G. T.C. 2-seater, finished red with red leather upholstery, 16,138 miles, various extras, one most careful owner since new, in exceptional condition throughout; £625.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn. 5 mins. from Marble Arch). Pad. 1820. [C3050

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the Hire-Purchase specialists.

1940 M.G. V.A. 1½-litre sports saloon, cellulosed dark green with upholstery to match, owned and maintained by an M.G. enthusiast; this car, both internally and externally, is practically faultless and is capable of a very high performance; 449gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £100 to choose from.

RAYMOND WAY, Canterbury Rd. Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

WARWICK WRIGHT, Ltd., offer:—

1950 M.G. 1¼-litre saloon, black, red leather, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

MAYFAIR COUNTRY CARS offer:—

1950 (November) 1¼-litre saloon, immaculate condition, very low mileage, £775; any make of car taken in exchange; deferred terms.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008

JACK ROSE, Ltd., M.G. agents, offer:—

1947-48 M.G. T.C. 2-seater, an exceptional car, many extras, two spare wheels; accept £485, several others in stock.—Jack Rose, Ltd., Stafford Rd., Wallington Surrey. Wallington 6677-8 [C3056

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

1950 M.G. 1¼-litre saloon, low mileage, maroon, one owner.—Below.

1950 M.G. T.D. 2-seater, ivory, red leather, spare unused, one owner.—Below.

1949 M.G. T.C. 2-seater, blue, extras, low mileage, one owner.

RIPCO, Ltd. (M.G.s purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1950 M.G. 1¼ saloon, maroon, one owner, small mileage, as new; £925.—Below.

1951 M.G. T.D. sports, blue, 10,000 miles, immaculate, list price plus 5%; B.M.T.A. consent.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [C4011

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

M.G. 8hp coupe, 38 mpg, 4,000 miles since engine overhaul; £185.—21, Cherry Ave., Brentwood. [7786

1947 M.G. T.C., black, really exceptional; £425.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. [7733

£240—M.G. 12hp, reconditioned engine, rewired, new speedo.—Write Fedo, 3, Ballards Rd., N.W.2, or evenings Arc. 5157. [7830

WANTED, exchange reliable P.A. model M.G. sports for equally reliable 8 to 12hp shooting brake.—Mills, Thelnetham, Diss, Norfolk. [7778

1949 1¼-litre M.G. saloon, black and red, exceptional condition; £795.—Woking Motors (Mayburv Hill), Ltd., Woking 1929. [C4057

M.G. 1939 T.B. Tickford drophead occasional 3, immaculate body and mechanically; £485.—English, 16, Nuneham Sq., Abingdon, Berks. [7819

1948 T.C. green Stage 2 tuned, many extras, condition faultless.—Mayne, Calstock, Cornwall. [7595

1949 (December) M.G. T.C., 19,000 miles, duo green, very exceptional; £565.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. [7732

1937 M.G. T.A sports, excellent example of a high performance and economical sports car; £325.—Carr Bros., The Soho Garage, Soho, W.1. Ger. 6678-9. [7553

£465—1947 model M.G. T.C. sports 2-seater, reconditioned engine, excellent condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£398—M.G. 1½-litre 1938 sports 4-dr. sal., bodywork and interior really excellent, tip-top mechanically, tyres, v.g., radio, many extras; many others.

BENMOTORS, 1, Clarendon Rd., W.11. Par. 5066 (50 yds. Holland Pk. Tube.) Exchanges; h.p. [C1017

545gns.—M.G. Midget, August, 1949, 11hp T.C. 2-seater, cherry red, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

425gns.—M.G., June, 1940, 2.6-litre 4-door sports saloon, black, sliding head, grey leather, excellent condition; terms, exchanges.—Rowland Smith, below.

395gns.—M.G. Midget, July, 1939, 11hp T.B. 2-seater, Abingdon blue, blue leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

345gns.—M.G. Midget, 1938 model, 10hp T. 2-seater, red, red leather, radio, excellent condition; terms, exchanges.—Rowland Smith, below.

265gns.—M.G., May, 1938, 1½-litre foursome drop head coupe, grey, blue leather, good tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1947 (June) M.G. T.C. 2-seater, very good condition throughout, almost new hood, sidescreens, upholstery, tyres, etc., etc., any trial welcomed, £495; terms, exchanges.

HAROLD WEBB MOTORS, Ltd., 765-767 Romford Rd., Manor Park, E.12. Ilford 3151-2. [C4048

M.G.

1950 M.G. T.D. 2-seater, black, spare unused, exceptional condtn. throughout; £825; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C3040

1947 M.G. T.C. 2-seater sports, in excellent condition throughout, carefully used car; special offer, only £475.—Wembley Court Motors, High Rd., Wembley. Wembley 6787-8. [C4050

1938 2-litre d.h.c., perfect throughout, new engine carburettors, brakes, shockers, hood and spray during past year, got new car; must sell; £325 o.n.o.—Ironside, Uxbridge 2075. Ext. 22. [7678

1939 Series E, excellent all round, new tyres, seat covers, carefully maintained, serviced, used pleasure purposes only; £325.—Cranmore, Chapel Rd., Smallfield, nr. Horley. Tel. Smallfield 246. [7840

1939 2-litre M.G., Sportsmans saloon, £250 spent on recent overhaul, perfect maroon cellulose, seen Salisbury or London by arrangement; £400 or nearest offer.—Bucknall, 152, Cromwell Rd., S.W.7. [7845

1947-8 T.C., black red, Stage II engine, new hood and screens, fitted radio and extras, mileage 12,500, perfect condition throughout.—151, Powys Lane, Palmers Green, N.13. Tel. Bow. 2621. [7680

WALTER SCOTT Ltd.—1936 M.G. P.B. 2-seater, blue, 3,000 miles since enine reconditioned, excellent throughout, £285; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

£295—M.G. P.A. 2-seater, red, new hood and screens, rewired, new carbs, petrol pump, and coil; Windtones; supercharger; exceptional condition and appearance.—Back, 18, Swanley Lane, Swanley, Kent. [7791

£352 10.—M.G. 1½-litre d/h coupe, 1938, new hood, just recellulosed, 5,000 miles since recond. engine and complete mechanical overhaul.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5434. [C3045

1939 1½-litre saloons, drop head foursomes, extensively reconditioned, some by the makers, choice of 9 cars, also 2-litres and T.A. drop heads, prices from £375.—Speedsters, Ltd., Horley 628. (See Sports Car column.) [C4020

M.G. 1947 T.C. 2-seater, in perfect mechanical condition, including new side screens, tyres and battery, with many extras; £515 or near offer.—Write Box 761, c/o Walter Judd, Ltd., 47, Gresham St., London, E.C.2. [7613

ROSE & YOUNG, Ltd., offer 1951 (November) M.G. T.D. 2-seater, 300 miles only, black with beige leather, B.M.T.A. permission, balance of covenant to sign; £875.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

1937 M.G. 2-litre sports saloon, one careful owner, spotless interior (beige leather), excellent paintwork and chrome (black), all original, mechanical condition open to R.A.C., A.A. examination, a real specimen car, taxed Dec.; £295.—Cutler, Barn Cottage, Walberton, Arundel. Tel. Eastergate 367. [7685

XXX 1949 (June) M.G. T.C. supercharged 2-seater, an outstanding and immaculate example, finished British racing green and chromium, red leather, superb performance, thoroughly recommended, £635; written guarantee; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C2005

£375!!!—Just reduced from £425. Immaculate 1938 M.G. 18hp sports tourer, late owner enthusiast who lavished every care and attention on this vehicle, magnificent chassis and performance, extras twin hooters, spotlamps, special headlamps, etc.; don't miss this; also 1940 series M.G. 2.6-litre saloon de luxe; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

M.G. Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase M.G. Cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

ROWLAND SMITH'S

ROWLAND SMITH'S the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948

T.D. M.G. wanted, exchange 1½-litre saloon cash adjustment.—Erskine, Woking 550. [0697

CAMDEN MOTORS urgently require a 1947-48 1¼-litre saloon.—Particulars and price required to

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines) [W1035

PERFORMANCE CARS urgently require M.G. cars.—Great West Rd., Brentford, Middx. Ealing 8841. [W5041

URGENTLY required, 1947-50 M.G. 1¼ saloons.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7462

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyers to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5.

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Grange, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0486

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [8304]

UNIVERSITY MOTORS, Ltd.—Largest stock of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0505

M.G. Spares and Service

M.G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0453

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L and N Magnette, exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturday and Sunday morning 10.30 a.m. to 1 p.m. [0349

MORGAN

MORGAN 2-seater sports, 1937; £245.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mit. 3392. [C3036

NAYLOR & ROOT.—1948 Morgan 4/4 sports 4-seater, blue, superb condition; £495; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C3022

1952 series Morgan Plus 4 4-seater, finished green, 10,000 miles, an unmarked and beautifully maintained car; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

395gns.—Morgan 4/4, September, 1946, Le Mans special super sports 2-seater, yellow, black leather, cycle type front mudguards, outside exhaust, good tyres, exceptional condition; terms, exchanges.—Rowland Smith, below.

525gns.—Morgan 4/4, 1950, 10hp drop head coupe, cream, black leather, two spare wheels, demister, one owner, small mileage, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Morgan Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0614

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728

MORRIS MINOR

B. J. HUNTER, Ltd., offer:—

1950 Morris Minor saloon, one owner; £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1950 Morris Minor saloon, black with beige upholstery; recorded mileage 5,000; £715.

836, 842, High Rd., N.12. Hillside 0084. [C2027

WARWICK WRIGHT, Ltd., offer:—

1950 Morris Minor saloon, grey, fawn leather; 19,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1949 Morris Minor saloon, maroon with beige leather; 7,000 miles only, exceptional condition; £645.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [C4005

1949 saloon, one owner, perfect condition; offer over £600.—12, Meadway Close, N.W.11. Tel. Speedwell 9158. [7753

1949 Morris Minor saloon, 9,000 miles, immaculate; £650.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [C3042

1950 (Feb.) Morris Minor sal., black beige, one owner, taxed for year, 13,500 miles, heater, as new.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1950 Morris Minor tourer, taxed; in really lovely condition; offers.—Wadham Garages, Ltd., Weston-s-Mare. Tel. 269. [7747

1949 (October) saloon, one owner, perfect condition, offer over £600.—12, Meadway Close, N.W.11. Tel. Speedwell 9158. [7729

1950 (July) Morris Minor green saloon, 22,000 miles, carefully owner driven, immaculate condition, seat covers, tax insured; £625 or near offer.—Box 1868. [7603

NAYLOR & ROOT.—1949 Morris Minor 4-seater tourer, maroon beige, attractive and economical; £595; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C3022

1950 Morris Minor tourer, one owner, low mileage, immaculate condition; £595; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034

VERY special Minor, just repainted, de-carbonized, new front suspension to 1952 spec., good tyres, extras include twin carbs., special exhaust, chrome valves, interior lights, clock, heater and demister, visors, windscreen washer, spot light; this car finished in pleasing cream green colour scheme has astounding performance and economy.—Stirling Moss, White Cloud, Tring 2131. [7854

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

1949 (October) Morris Minor 4-seater tourer, black, in exceptional condition throughout, any inspection or trial; £575.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

Morris Minor Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Morris Minor cars.—150, Euston Rd., N.W.1. Euston 1212. [0716

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044

ROWLAND SMITH'S the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0583

MORRIS MINOR saloon required, about £90.—Durngate House, Winchester. (Winchester 4509 after 7.) [W1010

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Morris cars in first-class condition.—May. 3051. [W3043

MORRIS EIGHT

DICKS.

1938 Morris 8 saloon de luxe model, 4-door; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the Hire-Purchase specialists.

1938 Morris 8 4-door de luxe saloon, recellulosed black with blue leather upholstery, absolutely immaculate throughout and in very sound mechanical order, nearly new tyres, high in price but really worth it on condition; 299gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

JACK ROSE, Ltd., offer:—

1947 Morris 8 saloon, new engine, new tyres, clean car; accept £435.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

WILCOX (SLOUGH), Ltd., offer:—

£535.—1948 4-door Morris 8 saloon, exceptionally clean, low mileage, new motor recently fitted, beige, brown leather upholstery.

MORRIS House, Chandos St., Slough, Bucks. Slough 21429. [C4052

WEMBLEY COURT MOTORS offer:—

1948 Morris 8 4-door saloon, fitted radio, condition as new throughout, special offer, £575.

1938 Morris 8 4-door saloon, black, in excellent condition throughout, specially reduced; £295.

1937 Morris 8 sun roof saloon, in very good condition throughout; £250.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1946 Morris 8 2-door saloon, black, sliding head, brown leather upholstery, carefully used, good condition, taxed; £445.—D. J. Shepherd & Co. (Enfield), Ltd., 455, Hertford Rd., Enfield. Howard 1651. [C4009

1936 Morris 8 chassis, East-clean wheels, needs repairs to rear axle; £45.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Peterham Rd., Peterham, Surrey. Richmond 1854. [C2011

1935 Morris 8 saloon, in excellent condition throughout; £175.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575. [C3005

1946 (December) Morris 8, series E, 4-door saloon, black, very good condition throughout.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1947 Morris 8 4-door saloon, black; £450.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1535. [C4044

L. F. DOVE offer: 1938 Morris 8 saloon, 2-door, good runner; £275.—69, Broadway, Wimbledon, S.W.19. Liberty 5456. [C1077

1948 Morris 8 saloons, choice of three.—Gerry Browne Motors, 55-57, South Edwards Sq., London, W.2. Western 4351. Trade only. [C1081

1939—40 Morris 8, series E, immaculate, one owner, taxed Dec.; £375.—27, Lolworth Ave., Hounslow, Middx. [7854

195gns.—Morris 8, 1936, 2-door saloon, green and black, very good condition, taxed; terms, exchanges.—Rowland Smith, below.

325gns.—Morris 8, 1939, de luxe 2-door saloon, black sliding head, brown leather, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

£285.—1939 series E Morris 8 4-seater, excellent runner; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1947 Morris 8 sun saloon, black, brand new engine; £475.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1939 Morris 8 sln. (E model), nice order; £375.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

MORRIS EIGHT

1939 Morris 8 tourer, recent mechanical overhaul, good paint and tyres; £255.—King's Motors, 1, High St., Houslow. Tel. 5532. [C2049

MORRIS 8 1939 tourer, ex. cond., taxed year, radio; £275, nearest offer; reason sale, delivery new car.—Corfe, 3, Sea Way, Elmer Sands, Bognor Regis. [7641

£220.—Morris 8 2-door saloon, 1937, one owner, 53,000 miles, carefully used, excellent condition throughout.—Ring Thomson, Whitehall 0531. Ext. 116, office hours. [7675

1948 Morris 8 4-door saloon, extremely good condition; £495, exchanges; hire purchase.—B. & H. Motors, 1,464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020

1939 Morris 8 series E tourer, superlative, radio full tonneau, fog lamp, reupholstered, recellulosed, exceptional mechanically; £545.—Morthlake, 48, Forty Ave., Wembley Park. Arnold 4604. [C3017

1938 Morris 8 sports 2-seater (occasional 4), coachwork in maker's original condition; reconditioned engine, etc.; whole car almost as new; many extra's; must sell, new car delivered; £275.—Box 1926. [7767

Morris Eight Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0976

MORRIS TEN

ACE SERVICE STATION (LONDON), Ltd., offer:—

1948 Morris 10, excellent condition; £550.

1947 Morris 10, very nice car; £475.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines).

MORRIS 10, 1948, black and brown, excellent condition; £560.—Haskins, Ladbroke 1155. [C3027

1948 Morris 10 saloon, mileage 33,000, fitted replacement engine; £595.—Cranmore, 64, High St., Potters Bar 2040. [C1062

425gns.—Morris 10 saloon, 1947, indistinguishable from new; terms, exchanges.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

MORRIS 10, 1948, sole owner, chauffeur maintained, in excellent condition, fully licensed; no dealers.—Liptrott, Friary Brewery, Guildford 2965. [7611

MORRIS 10 1946, excellent condition, any trial, extensive overhaul; £525.—Salcott Motors, 1A, Salcott Rd., S.W.11. Batt. 1187. [C4000

1938 Morris 10 saloon, one owner, perfect condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [C2036

1947 Model Morris 10, new engine, two tyres, new battery, immaculate condition; £525.—White, Lion Hotel, Kimbolton, Hunts. Tel. Kimbolton 244. [7785

£565!!!—1948 Morris 10 de luxe saloon, excellent bodywork, spotlessly maintained, unrepeatable value at this price; choice 70 vehicles; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

Morris Ten Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0977

FERRARIS OF CRICKLEWOOD buy Morris 10 saloons, good 1939 models or post-war; H.P. settled; drive in, write or 'phone.—200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. Open 7 p.m. week-days. [W2008

MORRIS TWELVE

1938 Morris 12 de luxe saloon, taxed year, immaculate; £385.—Whitstable 3750 (evenings). [7442

169gns.—1937 Morris 12 saloon; terms and exchanges.—Autoships, 5, Balham High Rd., Balham 1509. [C1008

£298.—Morris 12 1939 4-door saloon, interior and body very good, well maintained, good tyres, choice 5, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5266-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) Exchanges; h.p. [C1017

£325.—Morris 12hp 1936 saloon, in excellent condition, any trial.—Kirkston Garage, Anlaby, nr. Hull. Tel. Hull 57186. [7236

1939 Morris 12 sln., recellulosed, engine overhauled; £350.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

£355!!!—Morris 12 Series III de luxe saloon, genuine original condition motor car, obviously maintained all its life, an absolute gift at this price; choice of 70 vehicles; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

295gns.—Morris 12, 1938 series 5, 4-door de luxe saloon, blue, sliding head, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

MORRIS OXFORD

1950 Morris Oxford saloon, black, condition as new; £850.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4364. [C1025

MORRIS OXFORD

CAR MART, Ltd.

1950 Morris Oxford saloon, 10,000 miles; £845.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434.

1950 Morris Oxford, maroon, 14,000 miles, in first-class order throughout and complete with heater and seat covers; £740.—B. Delouze, 100, Kiddrow Lane, Burnley, Lancs. [7634

Morris Oxford Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717

ROWLAND SMITH'S the Morris buyers.—Tamplstead High St. (Hampstead Tube). Ham. 6041.

URGENTLY wanted from original private owner, late model Morris Oxford saloon.—Wilcox (Slough), Ltd., Morris House, Chandos St., Slough, Bucks. Slough 21429. [W4052

MORRIS SIX

CAR MART, Ltd.

1950 Morris Six saloon, 6,000 miles; £845.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

1950 Morris Six, heater and radio, grey, one owner, 750gns.; part exchange; terms.—Mitchell, 1, High Rd., S.W.12. Balham 2234. [4524

1950 (July) Morris Six, in superb condition throughout, one owner; bargain; £800.—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1950 (October) Morris Six saloon, black, 13,800 miles; faultless condition; £775.—Tel. Bramley (Surrey) 3296 after 5 p.m. or week-ends.

1950 (Mar.) Morris Six, one owner, mileage 17,000, heater, condition throughout as new, highest offer over £650.—Smith, Astwoods, Staverton, nr. Cheltenham, Glos. Tel. Churchdown 2157. [7841

1951 (Feb.) Morris Six saloon, finished in green, mileage 15,000, excellent condition, subject to covenant February, 1953; tax paid to end of year; £795.—The Barnstaple Motor Co., Barnstaple 2264. [7606

Morris Six Cars Wanted

C M THE CAR MART Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3434. [0875

Morris Miscellaneous Cars Wanted

R S ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

WANTED.—36 to 40 Morris 8 or 10hp car, rotted bodies or chassis, cash.—Leeds 54635. [7664

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0624

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

HATTONS, of Lord St., Southport, will buy Morris 1938 to 1950, 8 to 14hp, in condition above average. [0798

Morris Spares and Service

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0471

GENUINE Morris spares immediately available in the West End.

S. MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1932-3574 [0342

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 2666, for Morris spares, sales and service.—209, Balham High St., S.W.17. [0521

WEST London.—Rogers Garage; repairs and service, stockists. New address, Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. [S3054

NASH

1938 Nash 22hp 8-seater station bus, overhauled; £175.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C5023

OLDSMOBILE

JOE THOMPSON (MOTORS), Ltd., offer:—

1950 Oldsmobile hydramatic drive 4-door saloon, colour black, 15,000 miles; £1,850.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4856. [C4028

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service Tel. Lingfield 350-1.

1938 6-cyl. Oldsmobile car chassis, fitted with box van body, seating accommodation for eight, mechanically sound and of first-class appearance; price £395.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. [0115

1949 Rocket Oldsmobile 88 4-door saloon, low mileage, hydramatic drive, radio, heater, beautiful condition; £1,775.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. [7572

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garage, Ltd., 2, Lexington St., W.1. (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembridge Villas, (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576

Oldsmobile Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691-3903. [W4015

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.
LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627

OPEL

1938 Opel 11.1hp. overhauled throughout, radio, heater, I.F.S., 4 nearly new tyres, respayed; £240.—F. S. Povell, R.A.F., Wyton, Huntingdon. [7670

Opel Cars Wanted

ROWLAND SMITH'S.
ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0960

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models.—1-6, Southampton St., Southampton. Tel. Southampton 5266, 4944. [0631

Opel Spares and Service

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 5266, 4944. [0526

PACKARD

SIMPSON'S MOTORS offer:—

1948 Packard convertible, electrically operated hood, windows, all extras.—Simpson's Motors (Wembley) Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

GUY ALFREDS & Co., offer:—

1939 Packard drop head foursome coupe, superb this vehicle 30,000 miles back.—6-7, Warren St., W.1. Euston 3268. [C1006

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400.
PACKARD sole concessionaires.

OFFER the following approved Packard cars.

R.H.D., ultramatic transmission, radio with electrically operated antenna, heater and clear across defroster, twin fog lamps, windshield washer, and many other extras, very low mileage.

1939 Packard Super 8 7-passenger limousine with overdrive, thoroughly reconditioned by us; a beautiful car.

1938 Packard Six drop head foursome coupe, rebuilt in our workshops, equal to new.

1939 Packard Six fixed head foursome coupe, recently fitted new Clipper engine.

1937 Packard Six drop head coupe, H.M.V. radio, heater and defroster, twin fog lamps, windscreen washer.

1939 Packard Six saloon with overdrive, radio, heater and defroster, twin fog and reversing lamps, windscreen washer, many other extras.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282

1939 Packard Super 8 6-seater saloon, black, grey cloth, steering column gearshaft, taxed year; £395.

ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

1939 Packard 30hp saloon, guaranteed; £325; payments.—Oldfield, 398, Kensington High St., W.14. Wes. 6631. [C3029

1936 26hp Packard, laid up since 1947, new tyres, coachwork good, upholstered leather, attention necessary; £500 near.—Holborn 0063. [7630

£695.—Packard Super 8 limousine, 8 seats face forward, exceptionally clean, unworn tyres.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6389. [C1084

£250.—8-cylinder Packard 7-seater limousine, excellent condition.—Le Grice Elers, Ltd., 197-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2085

1936 Packard 8 saloon, 33hp, one owner, chauffeur driven since new, excellent condition including tyres, extras include special lighting and radio.—Cobham, Surrey. 2494. [7633

Packard Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers. Wembley 8691/3903. [W4015

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

7-SEATERS private 1937/8/9 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0905

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858.

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469

PEUGEOT

OVERSEAS CARS, Ltd.

1950 Peugeot 203 saloon, left-hand drive, grey, very attractive, one owner car; £995. For other Overseas Cars bargains see page 37.
OVERSEAS CARS, Ltd., 277, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [C3051

PONTIAC

1949 Pontiac 2-door sports saloon, l.h.d., radio, heater.—Sidney Marcus Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

PONTIAC

B. J. HUNTER, Ltd., offer:—

1947 Pontiac drop head coupe, all-electric, fitted radio and heater, superior condition; £875.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

1948 Pontiac 2-door saloon, heater, l.h.d., nice condition; £895.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3586. [C1027

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers. Wembley 8691/3903. [W4015

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.
SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc., for the Porsche. Tel. Ripley 2361. [0539

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars. [0521

1952 Cooper 500cc with twin cam, Norton, chassis and engine rebuilt and perfect order; £795 or £495 without engine.—K. E. Carter, Westbury, Bromley, Kav. 1572. [7760

H. W. MOTORS, Ltd., offer the most successful Alta of all time, the 1½-litre supercharged single-seater owned and raced by George Abecassis; the car has been extensively modified and brought up to date, including latest type brakes and new supercharger, engine at present undergoing routine overhaul and being fitted with latest type crankshaft; could also be rebuilt as an unblown 2-litre; £700.
H.W.M. chassis available for sale.
H. W. MOTORS Ltd., Walton-on-Thames. Tel. 2404-5-6. [C2042

RAILTON

MAJOR J. P. S. BARBER, 10, Sussex Mews East, W.2. Paddington 6639 (night Bayswater 6755).—All models available and wanted. [5467

A.I MOTORS (LONDON), Ltd., offer a second-to-none selection of Railton cars; also all spares.—26 (b), Belgrave Rd., S.W.1. Victoria 8285. [0333

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer:—

1939 26hp Renault saloon, 6-str.; £295

1939 9hp saloon de luxe, beige, taxed year; £325.

1939 12hp saloon de luxe, black, brown leather, taxed year; £395.

1936 14hp limousine 7-str., roomy, fine hire car; £375. [0126

1950 Renault 750 de luxe, new liners, pistons, universals, etc., latest modifications; £650. Tel. Solihull 1629. [7626

UNREGISTERED rear-engined Renault; £635.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

1949 Renault 8 4-door saloon, 23,000 miles; £445.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [C3057

1938 Renault 12 saloon, black, in very good order throughout, exceptional value; only £225.—Wembley Court Motors, High Rd., Wembley. Wembley 6787-8. [C4050

RENAULT 12hp 1940 saloon, just fitted new C.W. and P., H. shafts, rear spring, £170; 4-berth caravan taken as part exchange; owner bought larger car.—F. Waters, Waddington's Yard, Crown Point Bridge, Leeds. [7776

465 gns.—Renault 8, January 1949, 4-door saloon bronze, brown leather, one careful owner, small mileage, unworn tyres, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

RICHARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127

RILEY

DICKS

1940 Riley 2½-litre Kestrel saloon, all aluminium body; £550.
DICKS CAR SALES Ltd., 595-601, High Rd., Kilburn Maida Vale 6888-9. [C1072

CAR MART, Ltd.

1951 Riley 2½-litre saloon, 9,000 miles; £1,295.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

TOM GARNER, Ltd., offer:—

1950 Riley 1½-litre saloon, black with green leather, 7,000 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2002

RILEY

COACHCRAFT offer:—

£250 o.n.o.—1938 series (November '37) Riley 9 sports saloon, special series engine, twin carbs., high lift camshaft, h.c. head, an extremely fast car in very superior condition in every way, will appeal on examination to knowledgeable Riley enthusiast; 3 months' written guarantee, terms, exchanges.
COACHCRAFT, Elm Rd., Evesham. Tel. 6559. [C1053

B. J. HUNTER, Ltd., offer:—

1947 Riley 2½-litre saloon, very genuine car, immaculate condition; £825.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

JACK ROSE, Ltd., offer:—

1949 (September) Riley 1½-litre saloon, exceptional car by one owner, any examination; £875.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

SAUL & SLATTER, Ltd., offer:—

RILEY 1½-litre Adelphi saloon, registered 1936, overhauled 1949, H.M.V. radio, grey, very good condition throughout; £345.
44—46, Aldermans Hill, N.13. Tel. Palmers Green 1205/7173. [C4002

GUY SALMON AUTOMOBILES offer:—

1949 Riley 1½-litre saloon, 19,000 miles, faultless condition; £995.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 5346.

1951 (July) black saloon, guaranteed mileage 1,400, illness cause of sale; offers.—Box 1932. [7826

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041

1950 Riley 1½, 15,000 miles, one owner; offers over £1,000.—Tel. Kingsbury Linford 164. [7665

1934 Riley 9 saloon, body rough, mechanically good, £105; consider exchange.—Bal. 8474. [7785

1951 2½-litre Riley saloon, maroon, 10,000 miles; wireless; as new; £1,275.—Roundhill, Ashtead. Tel. 54. [7765

1949 Riley 2½-litre saloon, black.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [C3029

1938 Riley 2½-litre Big Four Adelphi saloon, recent overhaul fine performance; £435.—Tel. Arnold 1667. [7837

1952 Riley 2½-litre saloon, heater, loose covers, etc., 3,000 miles only, virtually new; below list price.

SWANMORE GARAGE, 1176 Christchurch Rd., Bournemouth. Tel. Southbourne 1022. [C4024

CAMDEN MOTORS.—Riley 2½-litre saloon, June, 1950, a low mileage, immaculate example, in superlative order throughout; £1,145.

CAMDEN MOTORS.—Riley 1½-litre 12hp Adelphi saloon, late 1937, attractive appearance, in dark green, £60 bills for overhaul to engine and rear box, first-class order; £595.

CAMDEN MOTORS.—Riley 1½-litre special Kestrel sports saloon (twin S.U.s and Scintilla), 1936 model streamlined body styling very much in advance of its year, attractive conditioned coachwork and interior; this very scarce series is famous for its exceptional performance, £395.

CAMDEN MOTORS.—Riley 2½-litre saloon, 1939, Nuffield body equipped with 18hp engine similar to post-war 2½-litre series, one owner since new and in quite immaculate condition, moderate mileage; £495.

CAMDEN MOTORS.—Riley 9hp Imp special 2-seater sports, 1935, a little beauty as clean as a new pin, special series engine with twin S.U.s and Scintilla Vertex mag., British racing green, stoneguards, aeroscreens, passlights, etc., terrifically fast; £395.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday Saturday. [C1055

1951 Riley 1½, green, low mileage, immaculate; £1,195.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [C4011

1951 Riley 2½-litre, ex. con., blk., radio, heater, etc., 14,000 miles; £1,095 o.n.o.—John King (Films), Ltd. Wel. 1157 or Brighton 25918. [7744

1951 (Oct.) Riley 2½ saloon, guaranteed mileage 4,377; £1,420.—E. C. Stearns & Co., Ltd., 250/262, Brompton Rd., S.W.3. Ken. 0081. [7651

£825.—1947 2½-litre Riley saloon, black and green, 29,000 miles, new tyres.—Woking Motors (Marbury Hill), Ltd., Woking 1929. [C4057

RILEY 9 1950 tourer, recent engine overhaul costing £95, new side screens, good tyres, taxed and insured; £100 quick sale, no offers.—Western 2206. [7721

1938 model Riley 18hp 4-cylinder Adelphi saloon, black with maroon upholstery, just overhauled, all in excellent condition throughout; £395.
JOHN CAMPBELL MOTORS, 415, Mollevay Rd., N.7. North 4441. [C1036

1947 Riley 1½-litre saloon, one owner in exceptional condition; £775.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [C3057

RILEY 1939 2½-litre Adelphi saloon, £340 spent on R. extensive reconditioning including engine, 3 speed plus overdrive, top and second, good tyres; £475.—52, Edenbridge Rd., Hall Green, Birmingham, 28. [7805

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1947 Riley 2½-litre saloon, black, brown leather, beautifully kept and maintained; £865.—Seymour & Clements, Ltd., 56, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

1937 Riley 1½-litre (12hp 4-cyl.) Falcon saloon de luxe, spotless interior, excellent general condition; £215, offer.—Cutler, Barn Cottage, Walberton, Arundel. Tel. Eastergate 367. [7686

1937 Special Series 6-light Monaco 9hp, original black/ivory, exceptional car, carefully maintained, faultless throughout; twin spotlamps, heater, roof rack; £525.—37, Parkside Drive, Edgware.—Edg. 8865. [7775

1947 Riley 2½-litre black saloon, company managing director's private car in showroom condition; guaranteed three months; completely overhauled by Riley distributors; £800, no dealers.—Ring Viv. 7315 or Kin. 0211. [7836

1951 Riley 1½-litre saloon (reg. Nov., 1950), black, with brown leather, one owner, genuine 12,000 miles, as new £1,150.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7459

1938 2½-litre Big Four saloon, 40,285 miles, unique specimen, mistakeable for brand new, all tyres just replaced, Bosch radio, connoisseur's specimen of Riley's fastest model.—Speedsters Ltd. Horley 628. (See Sports Car column.) [C4020

Riley Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983

YORKSHIRE.—The Riley buyers. Barkers of Oakwood, Leeds, 8. Tel. 58236-7. [0545

RILEY 1½-litre wanted, low mileage, state price.—Brocklehurst, Sudeley Castle, Winchcombe, Cheltenham. [7750

BLAKES, Riley distributors, will purchase any non-covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

C. A. PETO Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Riley cars in first-class condition.—May. 3051. [W3043

URGENTLY required, 1946-52 Riley 1½-litre saloons. Gibsons Sports Cars, (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7461

POST-WAR Riley 1½- and 2½-litre saloons wanted immediately.—Wilcox (Slough), Ltd., Morris House, Chandos St., Slough. Tel. 21429. [W0952

CAMDEN MOTORS urgently require a 1946-48 Riley 1½-litre saloon and a 1949-50 2½-litre drop head foursome coupe.—Particulars and price required to CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1055

Riley Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0146

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

REX NEATE, Shambleshurst Lane, Botley, Southampton, specialised Riley service; large stocks of spares; prompt attention.—Enquiries to Botley 132. [0060

SQUIRE MOTORS, Ltd., of Henley-on-Thames, for specialised Riley service; cars collected and delivered by arrangement.—Tel. Henley-on-Thames 450. [0272

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Cangers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [8636

ROLLS-ROYCE

C M CAR MART, Ltd.

1951 Rolls-Royce Silver Wraith Park Ward 4-door saloon, black and beige leather upholstery, one owner and exceptional condition; passed by manufacturers; £5,975.

1938 Rolls-Royce 25 30hp 7-seater limousine by Park Ward, guaranteed; £1,975.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [C1039

RIPPON

RIPPON

RIPPON BROS., Ltd

THE leading Northern Rolls-Royce distributors.

1937 30hp 4-door close coupled saloon by Hooper blue with blue leather upholstery.

1936 25hp Rolls-Royce sports saloon by Rippon black with brown leather.

1936 (Nov.) 30hp touring limousine by Rippon.

PHONE, call or write for further particulars, demonstrations arranged without obligation.

RIPPON BROS., Ltd., Huddersfield 7070 (6 lines). Also at Bradford, Leeds and Sheffield. [0905

ROLLS-ROYCE

J BACK BARCLAY, Ltd.,

LARGEST official retailers of Rolls-Royce and Bentley; stock list of used models on request to

12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd. [0065

FOR sale:—

1948 (July) 30hp Rolls-Royce Silver Wraith fitted with elegant Sedanca De Ville body, coachwork by H. J. Mulliner; finished in fish silver, upholstered beige furniture hide; genuine 20,000 miles only; excellent tyres all round; electrically operated division and rear blind; two extra seats folding flush against division; lavishly equipped and in magnificent condition throughout; a car of beautiful lines and appealing appearance; £5,500; further details from:—

J. C. ALEXANDER, Ltd., 190, Deansgate, Manchester, 3. Tel. Deansgate 4795/6. [7707

GUY ALFREDS & Co. offer:—

1933 Rolls-Royce 25 limousine.—6-7, Warren St., W.1. Euston 5268. [C1005

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers.

HAVE a selection of first-class used Rolls-Royce and Bentley cars; details of these and new cars on application.—Audley House, North Audley St., W.1. Mayfair 5242-3-4 [C5036

MASCOT MOTORS, Ltd., offer:—

1936 (Oct.) 30hp Mulliner sports saloon with division.

1935 25hp Mann Egerton swept back 7-seater, in leather.

1935 40-50hp Thrupp & Maberly swept back 7-seater limousine.

1935 25hp Salmon drop head sports saloon.

1934 25hp Park Ward sports saloon, ride control.

1932 25hp Park Ward 4-light saloon.

1930 25hp 4-light saloon, with extra seats.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½- and 4½-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 237-245, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C5007

HAROLD RADFORD & Co. Ltd.

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

HAROLD RADFORD & Co. Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C5047

PADDON BROTHERS, Ltd., offer:—

1934 delivery, 20-25hp Rolls-Royce, fitted with 2-door foursome drop head coupe body by Thrupp & Maberly, colour black with grey leather upholstery and grey mohair hood; £995 or near offer.

PADDON BROTHERS, Ltd., 60, Cheval Place, London, S.W.7. Kensington 9477. [C5055

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

ROLLS-ROYCE cars for sale at very reasonable prices, exchanges and easy terms if desired.

1937 Rolls-Royce Phantom III H. J. Mulliner sedanca.

1937 Rolls-Royce 25/30 Gurney Nutting sedanca.

SWANMORE CAR SALES, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [C4024

1939 (Feb.) Rolls-Royce Wraith sports saloon; £2,750.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C5025 1

1933 20hp Rolls 7-seater Hooper, £950.—J. Welch, 73, Lawrie Park Rd., Sydenham, S.E.26. [7600

ROLLS-ROYCE 1935 open sports, first-class condition, 20-20hp, £800.—Martin, St. Michaels, 23, Aveley Ave., Ramsgate. [7777

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers, reliable used cars in stock. [6057

ROLLS-ROYCE 20/25 Hooper sports saloon, 1934, one owner; meticulous condition; offers to C. G. Norman & Co. Vic. 2211. [7647

1937 25/30hp Rolls-Royce lim., Hooper body, face fwd. occs., director's car in immaculate cond.; £1,275.—Ring Riv. 2527. [7629

1936 Rolls-Royce 25/30 Thrupp & Maberly 7-passenger limousine, face-forward (occasionals), £1,075.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C5025

1936 Rolls-Royce 20/25 G B K small 5-seater Sedanca, excellent chassis; £795, taxed year.—Frank Dale, 27, Hereford Street, S.W.7. Fre. 3789. [C1067

ROLLS-ROYCE Phantom III, Mulliner body, engine modified to latest standard, new radio, good tyres, superb looking car, in excellent order; tax £12/10; price £2,000 or offer.—Write Box 1896. [7681

CASS'S MOTOR MART.—1938 Rolls-Royce Phantom III H. J. Mulliner limousine, superb condition, written guarantee.—5, Warren St., W.1. Tel. Euston 4116. [C1016

ROLLS-ROYCE

H ROWEN, Ltd.—Send for full details of first-class used Rolls-Royce cars available.—17, Berkeley St., London, W.1. Tel. Mayfair 9060. Proud Member of the Swain Group. [C5052

1935 Rolls 25hp Hooper black sports saloon, 62,000 miles, extensive overhaul including rebore at 50,000; exceptional condition; £1,195.—Dr. Cassman, Newton Ferrers, Plymouth. [7768

CLARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners; used cars available for inspection. Tel. Brookwood 2201-2. [0557

1938 Phantom III (solid tappets) Windover partitioned Limousine, forward occasionals, lavishly equipped, carefully maintained, mileage 55,000, immaculate.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

1933 (Oct.) 20/25 Park Ward 6-light sun saloon, with winding division, low mileage, virtually one owner, in outstanding condition, side occasionals; suitable for family man or high-class hire; £725.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [0046

VINTAGE AUTOS of Knightsbridge, the Rolls 20 specialists.—Always a selection of good Rolls 20s and 25s at competitive prices.—Head office and showrooms, Queen's Gate Mews, Gloucester Rd., Kensington, Western 5522. Sales and Works, 189/195, Pavilion Rd., Sloane St., Knightsbridge, Sloane 2526. [C4039

1930 Rolls-Royce Phantom II Continental chassis, fitted with four-light saloon, finished green, two large comfortable bucket seats in front, deep comfortable seat in rear, large boot recessed for spare wheel, excellent condition; £400.—Pantiles Service Garage, London Rd., Guildford 5326. [C5035

THE SOUTHERN MOTOR Co., originators of the Rolls-Royce replicas, have a few models in stock at reasonable prices.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); office, Gillian Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 457. [7723

CLARKE'S OF PIRBRIGHT, officially appointed Rolls-Royce retailers, offer a magnificent Rolls-Royce Silver Wraith sedanca de ville by H. J. Mulliner, sunshine roof, electrically operated drop division, radio, heater, lavishly equipped, finished in black with fawn leather upholstery, mileage 14,000; £4,500.—Clarke's of Pirbright, near Woking and Guildford, Surrey. Tel. Brookwood 2201-2. [7754

ROLLS-ROYCE Silver Wraith, first registered May, 1950, 6 light saloon with sliding roof fitted in silver grey with Bedford cord upholstery, coachwork by Simpson & Slater of Nottingham, bench type front seat, loose covers, electrically operated windows and rear blind, illuminated steps, cocktail cabinet, large luggage boot, screen washers, new tyres, 18,700 miles, £5,500, photograph on request.

BENNETTS (Nottingham), Ltd., Shakespeare St., Nottingham. Tel. 44074. [7628

A & S display moderate mileage selected Rolls-Royce Limousines (mechanical guarantee certificate). Below:

LIMOUSINES 1935 25hp Park Ward, leather, partition, black, 7-forward, superb, also 1 56 Hooper, swept tail, low cost.

LIMOUSINES 1957 1958 30hp Thrupp Windover, 7-forward, partition, reasonable mileage, black, also 1958 Barker 30hp Landaulette, superlative condition, reasonable prices.

LIMOUSINE 1953 (mileage 35,000) Phantom III (solid tappets) Windover, partition, magnificent carriage, forward occasionals, swept tail, black.

11000 Miles.—1939 Wraith Park Ward partitioned Limousine, electric partition, dark blue leather, immaculate, reasonable cost.

WRAITH partition, 7-forward, leather, reasonable mileage, also 1940 Thrupp partitioned Limousine, widest occasionals, black, meticulously maintained, opportunity; £3,190. Seen:—

ALPE & SAUNDERS always purchase Rolls-Royce.—Providence Court, North Audley Street, Mayfair-2941. [C1006

Rolls-Royce Cars Wanted

S G OUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

C M THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0970

J. MARSHALL.

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2569. [0468

JACK OLDING, official Rolls-Royce retailers.

RECEPTION for service in the heart of Mayfair, complete overhauls, mechanical or coachwork.

TEL. Mayfair 5272 for collection.—18, Providence Court, W.1. [8505

CHARLES FOLLETT Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores: Barnsdale Yard off Elsin Avenue, W.9. Tel. Cunningham 5956-7-8. [0597

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Cars Wanted

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0063

A & S always purchase 25/30hp Saloons with boot, also foursome coupes, and 25/30hp Limousines.

A & S urgently required Phantom II private Limousines, also Phantom III sports saloons. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [9686

BROADWAY MOTOR Co. require 25hp Rolls-Royce cars, particularly with owner-driver saloon or d/h coupe bodywork: years 1930 to 1935.—3-13, Russell Rd., Wimbledon. Liberty 2494. [0017

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

CHARLES FOLLETT, Ltd. officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St. W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. [0614

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage. Tel. Cro. 7464. [8104]

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models, full repair service at reasonable charges, also wheels, tyres etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064

ROVER 10

ROVER 10 1939-40 for sale, perfect condition; £475, no dealers.—Apply Box 1901. [7693

£65.—1935 Rover 10 saloon, good runner; 3 months' guarantee: terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5776. [C4054

1946 Rover 10 black/brown one owner, £650.—Esher 1234. [C4033

1936 saloon, taxed, £70 spent, good tyres; nearest £275.—Wood, 50, Willow Rd., Hampstead 6272. [7676

£498 Rover 10 1940 4-door saloon de luxe, superb condition, original throughout, v.g. tyres, many extras; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9—6. (50 yds. Holland Park Tube.) Exchanges, H.P. [C1017

CAMDEN MOTORS.—Rover 10 saloon, 1934, 4-door model in almost unbelievable condition, coachwork fairly sparkles, interior spick and span, engine clean as a new pin; any fussy motorist would be proud of this one; £165.

CAMDEN MOTORS.—Rover 10 saloon, late 1939, in dove-grey (original maker's finish), good appearance and particularly outstanding mechanical order; £495.

CAMDEN MOTORS.—Rover 10 saloon, late 1946, a one-owner car since new, coachwork just resprayed in attractive shade of fawn, all chrome fittings spotless, engine decoked, serviced and tuned last month by same Rover specialists who have maintained car since new; £675.

CAMDEN MOTORS.—Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire-purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday/Saturday. [C1035

Rover 10 Cars Wanted

B. J. HUNTER, Ltd.

REQUIRE 1947-8 Rover 10 for fastidious client.—22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

CAMDEN MOTORS urgently require a 1946-48 Rover 10hp saloon.—Particulars and price required to

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

ROVER 12

GLANFIELD LAWRENCE offer:—

1946 (Dec.) Rover 12 sports saloon, one owner, reconditioned engine fitted, heater, radio, immaculate throughout; £725.—407, High Rd., N.12. Finchley 0091. [C2053

£300.—Rover 12 1937, exceptional condition.—Value Cars, 362, Upper Richmond Rd., S.W.14. [7726

£425.—Rover 12hp 1937 saloon, recellulosed two-tone grey, any trial.—Kingston Garage, Anlaby nr. Hull. Tel. Hull 57136. [7237

1938 Rover 12 6-light, choice of two; £420.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

345 gns.—Rover 12 June 1937, de luxe 4-door saloon, grey and blue, blue leather wheel discs, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C...

ROVER 12

1938 Rover 12 saloon, black, splendid condition throughout, recently rebored; £425.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

£595!!! Rover 12 sports saloon, a unique car in almost every respect, first registered August 1939, used for two months only and then carefully stored for 7 years till October 1946; condition would put many a post-war model well and truly in the shade. original coachwork and interior unsullied and devoid of even minor blemish, total mileage 39,215 which is less than some 1948 cars; the pre-war quality of construction was never more evident than in this exceptional Rover.

ALSO four 1938, two 1940, two 1946 and a low mileage 1947 Rover 12 in stock. Write for fine catalogue to—

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Hire-purchase, part exchanges, free delivery. Showrooms open till 8 p.m. Monday/Saturday. [C1035

Rover 12 Cars Wanted

POST-WAR immaculate Rover 12 four- or six-light saloon required urgently.—Cox's Motors, Conduit St., Leicester. Tel. 60319. [W1059

ROVER 14

DICKS

1938 Rover 14 saloon, recent overhaul, bills here for £70; £425.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1772

A.Z. MOTORS for Rover bargains!!!

1938 Rover 14 sports 4-light saloon, engine just reconditioned, fully guaranteed, £400; also '36, above average, £275.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1939 Rover 14 sports saloon; £650.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1936 Rover 14hp sports saloon, good runner; £175.—Salcott Motors, 1a, Salcott Rd., S.W.11. Batt. 1167. [C4000

1936 Rover 14 saloon, in splendid condition throughout, any inspection or trial; £345.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

CAMDEN MOTORS.—Rover 14 saloon de luxe, 1936, a well-built solid car in really good mechanical order, brakes, steering and back axle just overhauled, attractive Rover green finish; £195.

CAMDEN MOTORS.—Rover 14hp sportsmans four-light saloon, 1936, a most attractive looking car with smart streamlined body styling, external rear luggage boot and late type instruments like 1939 model, a magnificent runner fast and delightful to drive; £245.

CAMDEN MOTORS.—Rover 14 sports saloon, 1938, fitted discs, pass lights and dual Windtone horns, original Rover green finish with leather interior to match, engine just decoked and serviced, brakes relined, etc.; £395.

CAMDEN MOTORS.—Rover 14 sports saloon, 1940, with nearly £80 extra fittings, including very fine-toned radio, Regency tailored seat covers, dual Windtones and pass lights, windscreen, heater, etc., identical appearance to 1947 series, a very well-maintained car in delightful mechanical order; £595.

CAMDEN MOTORS.—Rover 14 saloon (February, 1946), in Rover grey, moderate mileage and in extremely good condition, fitted heater, etc.; £725.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday/Saturday. [C1035

1940 Rover 14 saloon, 6-light, discs, taxed, one owner, mechanically perfect; £495; small car part.—Lander, 601, Drake House, Dolphin Square, London. Tate Gallery 0132. [7683

L. F. DOVE offer 1947 registered Rover 14 sports saloon, overhauled throughout, exceptional condition; £895.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

ROVER 16

CASS'S MOTOR MART.—1939 Rover 16 sports saloon, superb, written guarantee.—5, Warren St., W.1. Tel. Euston 3523. [C1040

ONLY £425.—1939 Rover 16, grey/blue leather, disc wheels, nice condition, licensed.—"Southbury," Lawn Rd., Guildford. Tel. 61026. [7261

ARCHIE SIMONS & Co., Ltd.—1946 (Nov.) Rover 16hp saloon, colour black, brown hide upholstery, in really excellent order throughout; £695.—91, Gt. Portland St., W.1. Lan. 1348. [C4013

CAMDEN MOTORS.—Rover 16 saloon, 1948 (February), sparkling Rover grey coachwork with de luxe leather interior, loose seat covers with zip fasteners, built-in heater, passlights and dual windtones genuine one owner car since new, maintained and serviced every 2,000 miles by County Rover distributors; £795.

CAMDEN MOTORS.—Rover 16 saloon, 1939 series, with discs, passlights and features similar to post-war series, extremely good all-round condition; £495.

CAMDEN MOTORS.—Rover 16hp drop head foursome coupe, 1939, late type model with stylish Tickford bodywork, post-war features and instruments, discs, etc., coachwork just resprayed in metallic maroon and quite immaculate, engine sleeved only 4,000 miles back, a really outstanding car; £595.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday/Saturday. [C1035

ROVER 16

ROVER 16 saloon, 1938, black, H.M.V. radio, £200 recently spent on overhaul, equal in appearance to a post-war model; bargain, £475.—Snow, 481, Lea Bridge Rd., Leyton, E.10. Tel. Leytonstone 3496. [5955

1938 (June) Rover 16 4-door sportsman's saloon, black brown hide, reconditioned, new tyres, perfect condition throughout; bargain at £450; H.P. or exchange.—Jordan, Sandy, Beds. Tel. 64. [7717

TANKARD & SMITH, Ltd., offer 1938 Rover 16 saloon in black with brown leather, very clean coachwork, mechanically above average; £395, three months' written guarantee, also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/3. [C4026

Rover 16 Cars Wanted

POST-WAR Rover 16 saloon, must be low mileage and immaculate, wanted urgently.—Cox's Motors, Conduit St., Leicester. Tel. 60319. [W1059

ROVER 20

£595!!!—Rover 20 sports saloon, 1939 model, purchased direct from original owner, complete history of all overhauls available, engine reconditioned by makers and all components renewed as required (bills for £200) innumerable extras and special features not found on less expensive models, performance could not fail to satisfy the true Rover enthusiast.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. Monday/Saturday. [C1035

ROVER 60 & 75

R. F. FUGGLE, Ltd.

1950 Rover P4 75 saloon, black, red upholstery, heater and H.M.V. radio, chauffeur maintained, small mileage; £1,475.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

TOM GARNER, Ltd., offer:—

1948 Rover 60 P.3 sports saloon, black with grey leather, 25,000 miles.

1948 Rover 75 P.3 saloon, radio and heater, green with green upholstery, 23,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

TICKFORD, Ltd., offer:—

1948 Rover 75 sports sal., speedo reading 20,000 miles, black, brown leather, radio, heater, as new.

1948 Rover 60 sal., black, grey leather, heater, speedo reading 22,000, ex. cond.

8, Upper St. Martin's Lane, W.C.2. Temple Bar 3356. [C4023

WARWICK WRIGHT, Ltd., offer:—

1950 Rover 75 P4 saloon, black, grey leather, radio and heater.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4045

ROVER 75, June 1950, showroom condition, 14,000 miles; £1,350.—Box 1925. [7758

1951 Rover 75 super de luxe saloon, black, green leather, Oyler loose covers, 9,000 miles, offered at controlled price.

W. J. BROWN, Ltd., established over 80 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1948 Rover 60 black saloon, one owner, immaculate, nearest offer £950.—W. C. Green, North St., Sudbury, Suffolk. [7787

1950 Rover P.4 saloon, radio, heater, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1951 model Rover P.4 saloon, 13,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1950 (September) P.4 Rover saloon, black with red, radio, 4,000 miles; indistinguishable from new; £1,550.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1028

CAMDEN MOTORS.—Rover 75 saloon (July, 1948), in beige with heater and nylon seat covers, one owner only, nominal mileage and in extremely nice order; £945.

CAMDEN MOTORS.—Rover 75 sports saloon (December, 1948), black with immaculate red leather, all extras including 40-guinea H.M.V. press-button radio, heater, loose seat covers, a beautiful car, one owner since new; £995.

CAMDEN MOTORS.—Rover 75 saloon, late 1950, P4 model, almost as immaculate as a brand new car, 10,000 miles but looks even less; £1,395.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars, ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday/Saturday. [C1035

1950 Rover P.4 saloon, one owner, 24,000 miles only, immaculate condition throughout, sacrifice £1,275; exchanges and terms.—Cox's Motors, 11/15, Conduit St., Leicester. Tel. 60319. [C1059

11000 miles.—September 1950 P.4 Rover, green, grey leather, radio and heater, maintained as new; £1,375; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

ROVER 75 P.4 saloon, first registered Oct. 23, 1950, finished black with red leather upholstery, mileage under 12,000, fitted with seat covers since new, heater and demister, privately owned, £1,650 or nearest offer.—Box 1936. [7857

Rover 60 & 75 Cars Wanted

ROVER 60 saloon, low mileage, immaculate condition, wanted immediately.—Cox's Motors, Conduit St., Leicester. Tel. 60319. [W1059

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [1140

1950 series Land-Rover, trafficators, heater, extras, superb order; £625.—Odeon Motors, Ltd., Barnet 4100. [C3028

£595!!!—November, 1950, Land-Rover, in extremely good all-round condition and guaranteed in writing by

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for postfree catalogue of nearly 500 cars; hire purchase, part exchanges; free delivery; showrooms open, till 8 p.m. Monday Saturday. [C1055

LAND-ROVER, April 1951, heater, mats, used only on road by motor engineer, kept in perfect condition; £650.—Tel. Porter, Newbury, Berks 1214. [7794

£525!!!—August 1949 Land-Rover, genuine tiny mileage vehicle, fully equipped, never been used for heavy work; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

HARVEY HUDSON, Ltd., the Land-Rover specialists, have all models and equipment in stock, prices from £450; photographs and details despatched immediately on application.

ALL models and equipment purchased.

SOUTH Woodford, E.18. Wanstead 0056.

1951 (April) Land-Rover, mileage under 1,000; £600 or nearest; subject to completion of B.M.T.A. Covenant; privately owned.—Box 1897, or Lilley, 5281 Duffield, Derbys. [7987

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ENGLAND'S Largest Rover Distributors.

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NORTHAMPTON (Northampton 307).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141)

HENLYS, Ltd., England's Leading Motor Agents. [0029

BEARTS, of Pingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3348.

ORDER your new Rover from Albert Parnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28527-8. [0213

R. P. POWELL MOTORS, Ltd., for Rover cars.—Fast London Area Dealers, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701

Rover Miscellaneous Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

ROWLAND SMITH'S.

ROWLAND SMITH'S the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0842

PHENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044

HATTONS, of Lord St., Southport, urgently require 10, 12 and 14hp Rovers, 1938-39, in condition above average. [0800

TUCKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2, Temple Bar 3336, will purchase low-mileage post-war Rover cars. [W4029

BLAKES, Rover agents, will purchase any non-covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

ROVER 10 and 14 wanted, 1940 or post-war.—Gordon Woodenson, 48a, Drewstead Rd., S.W.16. Tel. Streatham 8638. [W4059

DAVID ROSENFIELD Ltd., Rover distributors, are anxious to buy small mile, out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

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LEATHWOOD'S GARAGES, Ltd., 205, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0129

Rover Spares and Service

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047

R. P. POWELL MOTORS, Ltd., East London area dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0625

DAVID ROSENFIELD, Ltd., Rover Distributors Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2502. [0555

SINGER

CAR MART, Ltd.

1951 Singer 9 roadster, 13,000 miles; £695; B.M.T.A. consent.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1099

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £520.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [C4009

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Singer 1500, maroon and beige upholstery; 15,000 miles.—Tel. Radlett 5681-6. [C4005

SINGER Le Mans 1934; offers.—Western 9641. [C1069

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Singer S.M.1500; £725.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

225 gns.—1939 Singer 9 4-seater roadster, clean car.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

1948 (late) Singer 10 saloon, in good condition; £595.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1948 (Dec.) Super 10 saloon, black/brown; £510.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0012. [C4004

1948 Singer 9 Roadster, one owner, taxed December, black, good condition, economical; £490, no offers.—Write, Miss Denney, R.N. Hospital, Chatham. [7795

NAYLOR & ROOT, 1950 Singer 1500 saloon, beige red leather; radio and heater; attractive; £795; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C5022

1950 S.M.1500 saloon, black, nominal mileage, one owner, immaculate; £750.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0012. [C4004/1

MANCHESTER, South Lancashire, North Cheshire; specialized sales service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4060. Deansgate, Manchester. Deansgate 4507. [0599

425 gns.—Singer 9 1948 (Reg. 1950) sports 2-4 roadster, black, red leather, glass side screen, one careful owner, small mileage, spare unworn, excellent condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Singer Super 10, December, 1946, de luxe saloon, black, sliding head, brown leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Singer 9, 1939 sports 2-4-seater Roadster, red, red leather, new hood, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

Singer Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986

Singer Spares and Service

RECONDITIONED units and spares.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091-2. [7254

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SIMMONS (MAYFAIR), Showrooms, 12, Rex Place, Park Lane, Mayfair, W.1. Grosvenor 2635. [C4012

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SPORTS CARS

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ALVIS Speed 25 drop head foursome, 1937, £465; Alvis Speed 25 V.D.P. tourer, 1939, £475.

ALVIS Speed 25 saloon, 1937, £295; Alvis Speed 20 V.D.P. tourer, 1935, £345.

ALFA-ROMEO 1½-litre supercharged 2-seater, 1929, £245; Allard convertible, 1947, £295.

BUICK 58hp cabriolet, 1939, £295; B.S.A. Scout, 100cc 2-seaters (2), 1950, £225.

CITROEN Light 12 saloon, 1937, £545; Citroen Light 12 saloon, 1935, £160.

FRAZER NASH-B.M.W. Type 45 cabriolet, 1938, £295; Ford V.8 30hp d.h. foursome, 1936, £225.

FIAT 500 coupe, specimen, 1938, £275; Fiat 500 fixed head coupe, 1937, £225.

JAGUAR 3½-litre d.h. foursome, 1939, £395; Jowett Javelin 14hp saloon, 1949, £695.

LAGONDA 4½-litre Vanden Plas tourers, choice of 2, three, 1934, £295, £525, £365.

LAGONDA 4½-litre L.G.45 saloon, 1936, £295; Lagonda V.12 saloon, 1938-49, £725.

LEA-FRANCIS 2-seater, 1935, £195; Lanchester 20 Mulliner saloon, 1935, £225.

MERCEDES-BENZ Model 540K Type A cabriolet, 1937, £875; Morris 10 saloon, 1936, £195.

M.G.—See large selection under M.G. column; try us for spares and repairs.

RILEY 2½-litre roadster, 1950, £1,250; Riley 14hp Lynx tourer, 1933, £225.

RILEY 9 Brooklands 2-seater, 1928, £195; Riley 1½-litre Kestrel saloon, 1935, £275.

RILEY 1½-litre Falcon saloon, 1935, £195; Rover 16hp sports saloon, 1937, £295.

ROLLS-ROYCE Phantom II saloon by Barker, 1930, £295; Renault 12hp coupe, 1937, £195.

SS 100 3½-litre competition 2-seater, spotless, 1939, £495; Standard 8 tourer, 1939, £275.

SINGER 1½-litre Le Mans 2-seater, ex-works car, 1935, £255; Studebaker 27hp utility, 1939, £195.

SINGER 9 Le Mans 2-str., 1935, £195; Singer 9 Le Mans 2-str., 1935, £225.

TALBOT 105 Vanden Plas tourer, 1936, £275; Triumph Dolomite saloon, 1938, £395.

PERFORMANCE CARS. [C3041

CNK MOTORS offer:—

1938 Riley 1½-litre Kestrel saloon, very nice order, taxed; £345.

1937 M.G. T.A. 2-seater, 4 excellent tyres, taxed December; £285.

1936 Riley 9 Merlin saloon, 4 new tyres, taxed December; £195.

TERMS, exchanges.

CNK MOTORS, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

B. & G. MOTORS offer:—

£235—Aston Martin 1932 1½-litre short chassis open sports 4-seater, taxed, British racing green, slab tank, upswept scuttles, 5in rev. counter, 5in speedo, outside exhaust, foldflat screen, really fast.

£325—Lea-Francis 1½-litre supercharged T.T. 2-seater, rebuilt to original specification regardless of cost by Mr. S. H. Platt, full details and history on application.

£190—Wolseley Hornet 12hp E.W. open sports 4-seater, positively immaculate, red vellacene finish, new tonneau cover, goes like a bomb, only wants seeing.

£165—Wolseley Hornet 12hp open sports 4-seater, taxed, in British racing green, new tonneau cover, again an immaculate vehicle with an outstanding performance.

£165—Riley 9 Gamecock open sports 2-seater, taxed, beautifully finished in British racing green, twin carb. engine, good hood, etc.

£169—M.G. 12hp L-type foursome saloon, in cream and red, a most attractive car, open to any examination.

£140—M.G. 12hp open sports 4-seater, British racing green, almost new hood and hoodsea, smart car with surprisingly nice upholstery.

£110—Wolseley Hornet special 12hp foursome drop head coupe, fast, bargain.

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A SELECTION of vintage and sports cars, 2- and 4-seaters in far above average condition; please telephone for details of current stock, including:—

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PARTICULARS of vintage and sports cars for disposal, with photographs and price required, will be gratefully received and acted upon immediately.

CHARACTER CARS, 124-126, Hardons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [C1044

SPRING sale of motor fashions by Beverley Motors (N. H. Mann, proprietor).

MORGAN 4/4 with special streamline open 2-seater sporting body, first regd. 1950; £700.

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2.3-litre type 6c Alfa-Romeo, Mille Miglia engine, full 5-seater saloon, to be finished to client's requirements; £1,400.

ALRIC Hs., Alric Avenue, New Malden. Tel. Mal. 4405. [5192

BENTLEY 3-litre tourer, 1934, immaculate; £250 or offer.—Playfoot, Wimbledon 5166. [7624

1938 M.G. coupe, 18hp, nice condition; £250.—Fawcus, Upper Colwall, Malvern 1764. [7774

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SPORTS CARS

CHIPSTEAD MOTORS, Ltd., offer:—

BUY now at our bargain prices, all our cars carefully serviced and ready for immediate use, part exchanges if so desired.

ALFA-ROMEO post-war type 2.5 coupe.

ALFA-ROMEO S/C, 2.3 1st and two 2nds Goodwood.

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HOTCHKISS grand sports 1948 model, Cotal gear box, sports saloon, as new.

HOTCHKISS 3-litre saloon, good tyres.

MERCEDES 540K foursome drop head, specimen, genuine low mileage.

ROLLS-ROYCE 25 sports saloon, 1932 series, radio, etc.

ROLLS-ROYCE P.11 Owen foursome coupe, reconditioned, not run in.

M.G. T.C, 1949, low mileage, specimen car.

RENAULT 1937 12hp, reconditioned engine, saloon.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255/7154. [C1046

ROWLAND SMITH'S for Sports Cars.

545gns.—M.G. Midget, August, 1949, 11hp T.C. 2-seater, cherry red, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

395gns.—Morgan 4/4, September, 1946, Le Mans Special super-sports 2-seater, golden yellow, black leather, cycle-type front mudguards, outside exhaust, good tyres, unworn spare, exceptional condition; terms, exchanges.—Rowland Smith, below.

225gns.—B.S.A. Scout, 1939, series 6, 10hp sports 2-seater, black, green leather, good condition; terms, exchanges.—Rowland Smith, below.

245gns.—Singer 9, 1937 model, Le Mans Special Speed 2-seater, metallic blue, maroon leather, Scintilla Vertex, 2 spare wheels, new hood, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.

ALVIS 17 saloon, £95; Alvis 2-seater, £65; Alvis 20, £95; Alvis 14, £175; Austin taxi, £75; Austin 7, £85; Austin 10, £99; Austin 14hp tourer, £165; Austin taxi, £45; Austin 2-seater, £125; Austin 18, £165; Armstrong 12, £75; Armstrong 20, £125; Bentley 6½-litre, £145; Bentley 3-litre, £145; Commer van, £95; Citroen 12, £145; Ford utility, £45; Ford van, £95; Ford brake, £95; Hillman 16, £65; Hillman 10 d/h., £195; Hillman 2-seater, £99; Jaguar 2½-litre, £145; Jeep utility, £135; Lanchester 10, £59; Lanchester 10, £95; Lagonda 2-litre, £150; Morris Cowley, £39; Morris taxi, £55; Morris 12, £95; Morris 8 tourer, £145; Morris 12 coupe, £145; Morris 14 saloon, £155; Morris 10, 1939, £225; M.G. 2-seater, £95; Oldsmobile saloon, £95; Oldsmobile coupe, £195; Pontiac saloon, £165; Railton saloon, £95; Riley 9, £145; Singer 1½-litre, £115; Talbot 90, £75; Vauxhall 14, £125; Wolseley 14, £175; Wolseley 12, £95; Packard saloon, £225; Rolls-Royce 20, £135.

IMMEDIATE insurance and easy terms on all cars; part exchanges; vintage specialists.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. [C3041

NOV., 1927 Lagonda 18hp tourer, good order, 3 new and 2 good tyres, spare engine, 21 mpg; £160.—Kennedy, 20 Grange Rd., Bushey, Herts. [7789

SUNBEAM 16-6 sports coupe, 1933, very good condition throughout; nearest offer to £200.—Heslop, The Priory, Oughtybridge, Sheffield. Tel. 40867. [7631

1939 2½-litre S.S.100, finished in cream and red, this car is in impeccable condition throughout and has had only three owners since new; £575.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3122. [C1056

£190.—Singer Le Mans 2-seater, reground crank, new clutch, rewired, recond. dynamo, good hood, screens, nice specimen.—Betchworth 2359 after 6.30. [7832

FRAZER NASH 125mph 2-seater Le Mans, superb condition, ready for racing or road use.—Anthony Crook Motors, Ltd., Town End, Caterham Till, Surrey. Tel. 2232-3. [C1063

SPEEDSTERS, Ltd.—The largest and best conditioned selection of sporting cars in this country.—Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [C4020

£150.—1938 3½-litre Jaguar, taxed year, goes well but body and interior could be improved; exchange open car.—C. Arnold, Boothville Garage, Kettering Rd. N., Northampton. Tel. Moulton 2293. [7825

ROSE & YOUNG, Ltd., offer: H.W. Alta sports 2-seater, just overhauled and recellulosed, ready for season's racing, numerous spares; offers.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

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1935 Lagonda Rapier 10hp 4-seater drop head coupe, recellulosed, recent new engine, £250 recently spent in complete overhaul, specimen condition throughout; £350.—Carr Bros., The Soho Garage, Soho Sq., W.1. Ger. 6678-9. [6571

MORRIS 8 professionally built throughout 1951 sports 2-seater body, fawn leather upholstery, Andre, Newton shock absorbers, sports coil, etc.; exceptional mph, mpg, all building bills shown, quick sale, owner overseas; £250.—Dawson, Town Row, Rotherfield, Tunbridge Wells. [7312

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AN opportunity to purchase the first Bentley produced, 1920 Bentley 3-litre Red Label, chassis No. 1, engine No. 17, Registration No. B.M.8297, short chassis, radiator chromed, fitted snap pillar, twin S.U. pumps, etc., chrome screws; original Marchall headlamps, B.R. green, good Dunlops, new spare; 22mpg; new tonneau; in excellent order throughout; £325; h.p. or exchange.—Jordan, Sandy, Beds. Tel. 64. [7716

Sports Cars Wanted

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ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0887

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. (Tel. Ealing 8641.)

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O.M. 665 spares available, 1925-1928.—Beale, 244, Southbourne Grove, Westcliff-on-Sea. [7255

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STANDARD 8

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY.—The Hire-Purchase Specialists.

1946 Standard 8hp 4-seater tourer; this car is considered to be the prettiest tourer in London, and was recently prepared for a Concours d'Elegance; fitted many extras, including radio and spotlamps, etc.; really must be seen, mechanically faultless, tyres nearly new, taxed end of year, 479gns.

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

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COACHCRAFT offer:—

£295.—1946 Standard 8 tourer, a very attractive little car in impeccable order throughout, black cellulose and coachwork generally practically as new, and completely original, very good hood and screens, first-class mechanical condition, good tyres, taxed and ready for immediate use without any additional expenditure; 3 months' written guarantee; terms to suit.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [C1053

ELITE MOTORS offer:—

1947 Standard 8 2-door de luxe saloon, grey with blue upholstery, one owner, moderate mileage; £395.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474, 4 lines. [C2005

STARNES MOTORS offer:—

£375.—Standard 8 tourer, 1948, low mileage and excellent order.

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2. Tel. Gla. 246. [7532

MEBES & MEBES, Ltd. (est. 1893), offer:—

1946 (Dec.) Standard 8hp drop head coupe, grey, blue upholstery, nominal mileage, nice condition, taxed, £435.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

1947 Standard 8 saloon, black, 17,000 miles, £365.

FRAZER-NASH CARS, Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [C2013

STANDARD 8

STANDARD 8, 1939, good condition; £230 or near offer.—Primrose 6748 or 0167. [7610

STANDARD 8 saloon, 1946, tip-top condition, £390.—Ring Clis. 7823 (business hours). [7736

1939 Standard 8 de luxe saloon, black, brown hide upholstery, £295.

1939 Standard 8 drop head coupe, resprayed black, red hood and red leather upholstery, excellent clean car, £295.

KINGS AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open week-day 9 a.m. to 7.30 p.m. [C2048

239gns.—1939 Standard 8 de luxe saloon, very clean car.—Autosnips, 5, Balham High Rd., Balham 1509. [C1001

1948 Standard 8 de luxe saloon, grey, blue leather, many extras; £415.—Yew Tree Inn, Sandling. Tel. Maidstone 2882. [7752

1948 Standard 8 tourer, black, new hood; £395.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

1939 Standard 8 drop head coupe, two owners, genuine, £285; 3 months guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4034

1948 Standard 8 saloon, as new; £395; h.p. and exchanges.—Reys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [C3059

£325.—Standard 8 1940 special drop head foursome coupe, super cond., very economical and attractive, choice 4 others; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube.) Exchanges, H.P. [C1017

365gns.—Standard 8, November, 1946, black, sliding head, radio, unworn tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

365gns.—Standard 8, Sept., 1946, foursome drop head coupe, grey, blue leather, very good condition; terms, exchanges.—Rowland Smith, below.

345gns.—Standard 8, September, 1946, 4-seater tourer, black, blue leather, good tyres, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£430!!!—1948 Standard 8hp saloon de luxe, black, brown leather, one owner.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

STANDARD 8, 1946, excellent condition; full details from Nichol, 13, Undergreens Rd., Barrow-in-Furness. [7666

1948 Standard 8 drop head coupe, genuine 23,000 miles only, several extras including wheel discs; a very pretty little car indeed in really first class condition in every respect; 3 months' guarantee; £445.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

WALTER SCOTT, Ltd.—1948 Standard 8, export model, r.h.d., sun saloon, reconditioned engine, almost new condition; £425; term, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

£375!!!—Absolute gift, 1947 Standard 8 tourer, immaculate and spotless condition throughout; this vehicle is a bargain and should not be missed; also 1939 Standard 8 saloon; £290; 1940 and 1947 saloons; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

Standard 8 Cars Wanted

FERRARIS OF CRICKLEWOOD, Ltd., buy Standard 8 saloons, 1948 preferred; drive in; write or 'phone details, to: 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. Open till 7 p.m. week-days. [W200

STANDARD 9

1937 Standard 9 saloon, black, red upholstery, in excellent condition, taxed; £255.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3065

1932 Standard Little Nine, very reliable, £100 o.n.o.; trailer (2 m cs), £10.—23, Ashurst Drive, Ilford, or Tel. Val. 2277. [7859

1936 Standard 9, engine completely overhauled, no oil, 4 new covers, everything works, taxed Dec., insured May, £150 o.n.o.—Yates, Cullim, Wonersh Park, Guildford. [7782

STANDARD 10

1939 Standard 10 saloon, in excellent condition, one owner since new, taxed end year; bargain, £265.

X. L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060

£245.—1937 10hp Standard saloon, reconditioned engine.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

STANDARD 12

RUSSELL MOTORS offer:—

1947 Standard 12 saloon, 23,000 miles only; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 87, Sloane St., W.1. Tel. Sloane 9288. [3090

C.M.I. CAR SALES (Pri. 6623) offer:—

1946 Standard 12 4-door saloon; £450.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 12

1947 Standard 12hp Saloon de luxe, one owner, in new condition, £545.—MAYFAIR CARRIAGE Co. Ltd., The Hyde, Edgware Rd., N.W.9. Cul. 8062. [C3004

1947 Standard 12 saloon de luxe, immaculate condition, 17,000 miles only; offers around £550 to 50, Berrow Rd., Burnham-on-Sea, Somerset. [7915

1947 Standard 12 de luxe saloon, absolutely immaculate, black leather interior, loose covers, just fitted new engine, a superb car and a genuine bargain; £475; terms, exchanges.—MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Manchester, 6. Pen. 5457.

STANDARD 14

BLUE STAR GARAGES, Ltd., offer:—

1946 (June) Standard 14 drop head coupe; £465. Ham. 2211.

MEBES & MEBES, Ltd. (estab. 1895) offer:—

1946 Standard 14hp de luxe saloon, black, blue upholstery, nominal mileage, nice condition, one owner, taxed; £465.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 3040. [C3012

1947 Standard 14 saloon, beautiful car; £495.—Smith and Hunter Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1948 Standard 14hp saloon, grey, blue leather upholstery, sunshine roof, one owner, mileage 52,000, mechanically perfect; £620. London.—Box 1252. [6022

1948 saloon, grey, blue leather, 21,000 miles, genuine, one owner, carefully used, recently overhauled; £600.—Tel. Sloane 4250 after 6.—Box 1955. [7844

1948 Standard 14 de luxe saloon; £625, part exchanges, deferred terms; written guarantee.—Chain Garages, Ltd., Hanger Lane, Junction Western Ave., Ealing, W.5. Per. 4404-5. [C1045

1948/9 (Oct.) Standard 14 de luxe saloon, 16,000 miles, one owner, positively spotless, bargain; £595.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

£595 !!!—Immaculate and spotless 1948 Standard 14 de luxe saloon, bodywork literally like brand new; irreplaceable value; 3 months guarantee; hire purchase, exchanges.—LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

1948 Standard 14 de luxe saloon black and green, radio and heater, loose covers, taxed; £585; choice of two others.—R. J. Motors, Ltd., Bromley, Kent. Ravensbourne 3456-7-8-9. [7469

1948 (October) Standard 14 saloon, black and green leather, second engine, radio, superb condition throughout; £565, exchanges, hire purchase.—B. & H. Motors, 1,464-8, High Rd., Whetstone (Finchley) London, N.20. Tel. Hillside 6671-2. [C1030

STANDARD 20

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1937 Standard 20 saloon; £275.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

STANDARD VANGUARD

CAR MART, Ltd.

1950 Standard Vanguard saloon, heater, 9,000 miles; £795.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

MONTROE MOTORS offer:—

1949 Vanguard saloon, one owner; £625.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [C3015

OVERSEAS CARS, Ltd.

1950 Standard Vanguard saloon, grey grey leather, radio and heater; £750.—For other Overseas Cars bargains see page 57.—OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [C3051

ARTHUR MULLINER, Ltd., offer:—

1950 (June) Standard Vanguard saloon, black with red leather upholstery, fitted radio and heater, thoroughly maintained, one owner, in most attractive condition throughout. It will pay you to telephone or write for the latest price list of our comprehensive stock and details of our incomparable guarantee.—ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

CHARLES RICKARDS, Ltd. offers:—

1949 (Aug.) Standard Vanguard, black, brown leather upholstery, one owner since new, in excellent condition throughout; £625.

ALSO a good selection of genuine low-mileage cars, offered with up to 3 months' guarantee.—56, Basswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins from Marble Arch). Pad. 1420. [C3050

AUTOMOBILE & AIRCRAFT SERVICES, Ltd. offer:—

1950 Vanguard, 23,000, radio, heater, immaculate, £695.

1949 Vanguard, genuine 18,000; £735.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5556 and 3658. [C1006

1949 Standard Vanguard saloon, under 20,000 miles, splendid mechanical condition; £645.—GEORGE NEWMAN & Co., 365, Euston Rd., N.W.1. Euston 2466. [C3028

STANDARD VANGUARD

1950 Standard Vanguard saloon, leather, heater, 8,000 miles, spare unused, one owner.—RIPCO Ltd. (Standards Purchased), 16, Albemarle St., Mayfair, London, W.1. Recent 2952. [C3052

1951 Vanguard, B.M.T.A. consent, as new; £875.—Carr Bros. Garages, Ltd., Purley. Uplands 4812. [6569

1949 Standard Vanguard saloon, grey, grey leather, two owners; £635.—Vandervells, 213, Haverstock Hill, N.W.3. Primrose 4441. [C4037

VANGUARD 1950, black, radio, heater, 20,000 miles; one owner, £725.—Jack Poxner Automobiles, Hendon 1423-4. [C3063

1950 Vanguard saloon, fitted heater, leather, fully guaranteed; £750.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

ORDER your new Vanguard from Albert Parnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0214

1950 (Sept.) Standard Vanguard saloon, grey grey leather owner-driven, excellent condition; £850.—England, 3, Southcliff Ave., Bexhill-on-Sea. [7671

AS brand new, 1951 Vanguard saloon, guaranteed 4,200 miles, B.M.T.A. consent, heater, radio and leather; £850.—Bushell, Bannister House, Portishead. [7811

STANDARD Vanguard saloon (1949), grey with grey leather, one owner, 18,000 miles only, excellent; £695.—Stratstone Ltd., 40, Berkeley St., W.1. (Mayfair 4404) [C4022

1950 (Sept.) Vanguard de luxe, one owner, genuine 14,000 miles, heater, spare unused, black, stored 12 months, perfect; £795.—2, Ingleby Way, Wallington. Tel. 4050; after 7 p.m. 1967. [7554

**ROSE & YOUNG, Ltd., offer 1951 Vanguard, l.h.d., low mileage; B.M.T.A. consent; £725.—66-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

1950 Vanguard saloon pastel blue with beige upcarefully used, taxed; £785; choice of three others.—R. J. Motors, Ltd., Bromley, Kent. Ravensbourne 3456-7-8-9. [7490

1951 (May) Standard Vanguard estate car, low mileage, leather, heater, twin spot lights, covers, etc., regularly serviced by makers, immaculate condition throughout, balance of covenant.—Sidney Marcus Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557. [C3006

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052

**ARCHIE SIMONS & Co., Ltd.—1949 Standard Vanguard saloon, green, green leather, fitted push-button radio and heater, nominal mileage, one owner only, £695; another in cloth upholstery, £650.

1946 Standard 8 saloon, colour black, nominal mileage, one owner only, in excellent condition throughout, £595.

1947 Standard 12 saloon, colour black, nide upholstery, one owner only, exceptional condition in every way; £495.—94, Gt. Portland St., W.1. Lan. 1343. [C4015

Standard Miscellaneous Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434.

R

S

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0161

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition.—May. 3051. [W3043

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. Gla. 2480. [0431

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654 (the London Buying Office of Lamb's, Ltd. (Woodford, Essex). Slough House, 16, Berkeley St., W.1. [W2051

Standard Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., Authorised Distributors, junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [5366

STANDARD spares, all models from 1935; replacement units, complete overhauls, recellulosing.—Putlocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [1200

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel. 2522). [0259

Standard Spares and Service

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—36-43, Eden St., Kingston. Kin. 3151-4. [0286

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0567

SPIKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham, Middlesex.—Standard spares, service units and reconditioned engines; retail and trade; prompt postal service.—Tel. Popesgrove 1035-6-7. Telegrams, Spikins, Twickenham. [0544

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guaranteed three months; Grilling and Bendix stockists. Arcadia Ave., Finchley, N.3. Finchley 5908-9. [0062

STUDEBAKER

SIMPSON'S MOTORS offer:—

1952 Studebaker Champion, 4-door, overdrive, extras; left-hand drive.

1950 Studebaker Champion, right-hand drive, all extras, grey.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), Wembley 8691-3903. [C4015

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD late model Studebaker, colour black.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4856. [C4328

Studebaker Cars Wanted

SIMPSONS MOTORS (WEMBLEY) Ltd., the Studebaker buyers. Wembley 8691-3903. [W4015

Studebaker Spares and Service

REPAIRS, reconditioned guaranteed gear boxes.—19, Winchester Mews, N.W.3. Pri. 6159. [0669

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd., for personal attention to your Sunbeam.—Shandon Road Garage, Abbeville Rd., S.W.4. Tulse Hill 4505. [0515

SUNBEAM-TALBOT

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY.—The Hire-Purchase Specialists.

1949 Sunbeam-Talbot 90 sports saloon, finished in metallic grey, fitted radio and heater, one owner only, 25,000 miles, the model that continuously wins in Continental rallies, offered at 799gns.

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.—RAYMOND WAY, Canterbury R., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

B. J. HUNTER, Ltd. offer:—

1949 Sunbeam-Talbot 90 saloon, one titled owner, as new.

B. J. HUNTER, Ltd., 23, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

HAROLD RADFORD & Co., Ltd.

1940 (April) Sunbeam-Talbot 4-litre saloon, colour grey with grey leather upholstery, in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

WARWICK WRIGHT, Ltd., offer:—

1951 (Con. ext.) Sunbeam-Talbot 90, L.H.D., saloon, green, red leather, 1,000 miles.

1951 (con. ext.) Sunbeam-Talbot 90 drop head coupe, grey, grey leather, 2,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

BROOKLANDS: Individuality, new and used.

1950 Sunbeam-Talbot 80 saloon, green.

103, New Bond St., London, W.1. Mayfair 8851-6. [C1029

SUNBEAM-TALBOT 90 convertible coupe, grey, with matching upholstery, only run 700 miles, £1,150.

WILL SHORT, Ltd., 2-3, St. Cross Rd., Winchester. Tel. Win. 2598. [7289

GORDON CARS (LONDON), Ltd.—1950 Sunbeam Talbot 90 d/h coupe, £1,050.

GORDON CARS (LONDON), Ltd.—1951 Sunbeam-Talbot 90 saloon, B.M.T.A. Cons.; £1,085.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2025

£495.—Sunbeam-Talbot 10 1940 drop head foursome, particularly attractive, very fine condition; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5068-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube.) Exchanges, H.P. [C1017

1951 Sunbeam-Talbot 90, B.M.T.A. permission to sell, 15,000 miles, heater; £965.—Friedman, after 7 p.m. Wanstead 9900. [7847

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

1939 Sunbeam-Talbot drop head coupe; £570.—Smith and Hunter Ltd., 576, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1951 model Sunbeam-Talbot 90 convertible coupe, finished green, 12,000 miles, excellent condition, heater and radio; £950.—Maltby, Priory Garage, Titchfield, Hants. Titchfield 167. [7843

SUNBEAM-TALBOT 90, in new condition, private owner, under 2,000 miles, address offers and for permit to view.—R.C.M.C., 6, Milner Lane, Robin Hood, nr. Wakefield. Tel. 2296 Rothwell. [7749

1947 Sunbeam-Talbot 10hp saloon, silver grey, immaculate condition, new Windtone horns, spotlights, etc.; £625 or near offer.—Derby, 5, Streatham Court, S.W.16. Streatham 4806, evenings. [7725

1952 (May) Sunbeam-Talbot 90 saloon, grey with grey, puncture-proof tyres, mileage 1,200, B.M.T.A. permission; £1,225.—Manton Motors, Ltd., 23-27, Shirley Rd., Croydon. Addiscombe 6051. [7757

1950 (May) Sunbeam-Talbot 80 drop head coupe, black with maroon leather, new hood and front seat covers, immaculate throughout; £895.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, November, 1947, silver-grey, grey leather, Windtones, pass lights and seat covers, engine just overhauled, decoked and tuned, new Goodyear Eagle tyres; £595.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp drop head foursome coupe, 1947, just resprayed metallic maroon and fitted brand new hood and tyres, most attractive looking car in unusually good mechanical order; £995.

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp sports saloon, 1948, one owner since new, new engine and complete overhaul last April; £675.

CAMDEN MOTORS.—Sunbeam-Talbot 80 saloon, October, 1949, black/fawn, heater, radio, seat covers, serviced by distributors every 2,000 miles (bills, etc., available); £795.

CAMDEN MOTORS.—Sunbeam-Talbot 90 saloon, July, 1949, in black, 17,200 miles, immaculate condition; £895.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, dark blue, grand little runner; £395.

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre open 4-seater sports, prototype of 1947 model, metallic bronze, red leather, brakes, steering and engine just overhauled, recommended for its delightful performance; £395.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines): write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire-purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday-Saturday. [C1035

1950 (June) Sunbeam-Talbot 90 coupe, genuine 18,000, one owner, new hood fitted, first-class condition, exchange or hire purchase; £925.—Lambert & Carsmith, New Road Garage, Peterborough. Tel. 2117. [7796

£875.—Here's another! 1950 Sunbeam-Talbot 90 saloon, H.M.V. radio, heater, demister, taxed December, black, red leather; don't miss this one.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

495 ens.—Sunbeam-Talbot, November, 1946, sports 4-seater, black brown leather, good tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1949 (July) Sunbeam-Talbot 80 saloon, satin bronze with red leather, taxed for year, one private owner, guaranteed genuine mileage 10,500, this car is immaculate in every detail, has been chauffeur maintained and is open to any examination; £895.—Below.

1949 Sunbeam-Talbot 90 saloon, heater, one owner, car in egcellent condition throughout, any examination or trial, taxed year; £860.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 2431/2. [C3011

1939 Sunbeam-Talbot 10hp saloon, mechanically perfect, immaculate black cellulose, very clean interior, economical car with attractive lines and condition throughout, equal to post-war model; £475.—Carr Bros., The Soho Garage, Soho, W.1. Ger. 6674-9. [7755

Sunbeam-Talbot Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. [C0156

BROOTES DISTRIBUTORS REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—139, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2251.)

WROTHAM Heath (Borough Green 4.)

BROOTES Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044

Sunbeam-Talbot Cars Wanted

CAMDEN MOTORS urgently require 1946-49 10hp and 2-litre saloons, drop head coupes and tourers.—Particulars and price required to CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1055

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—H. Cripps & Co., Ltd., The Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot, modern cars, required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

Sunbeam-Talbot Spares and Service

NORTH and Central London.

CATTERMOLE (GARAGES), Ltd., for Sunbeam-Talbot spares, sales and service.—79-89, Pentonville Rd., N.1. Terminus 1001-7. [0365

TALBOT

TALBOT 95 saloon, 1935, excellent condition; £250 or terms.—7, Radcliffe Rd., Croydon 1503 evenings. [3041

TALBOT 1935 21hp 4-str. tourer, red, all fittings fast, preselector, Hartfords, twin horns, spots, rare model, very good condition; £295 o.n.o.—Tel. Southam (Warwicks) 380. [7839

325 ens.—Talbot 10, 1938, sports saloon, green, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

Talbot Spares and Service

DISMANTLING, 3 Talbots, 1936 18, 1934 21, 1933 21.—Motolympia, Welshpool. Tel. Oswestry 490. [0607

SPECIALISTS in repairs to pre-war Talbots.—Hewitt and Gosden, Ltd., 269, London Rd., Croydon. Tho. 2022. [0808

LARGE stocks new and second-hand Talbot spares. 1929-36, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0864

TRIUMPH

CAR MART, Ltd.

1950 '51 Triumph Mayflower saloon, 7,000 miles; £750.

1949 Triumph 2000 Roadster, 17,000 miles; £795.—Car Mart, Ltd., 330, Euston Rd., N.W.1. Euston 1212. [C1039

NEWNHAMS Ltd

1949 Triumph 2000 saloon, grey, carefully used, one owner; £895.

1949 Triumph 2000 roadster, black with beige, radio, low mileage; £855.

NEWNHAM House, 235-239, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

WARWICK WRIGHT, Ltd., offer:—

1950 Triumph Renown saloon, black, beige leather, heater, 4,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

JACK ROSE, Ltd., offer:—

1949 Triumph 2000 Roadster, exceptional condition, metallic grey, taxed and radio, a bargain, accept £850.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5056

PHILIP RICKARDS, Ltd., offer:—

1950 Triumph 2000 saloon, black beige, 8,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

GUY SALMON AUTOMOBILES offer:—

1950 Triumph Renown saloon, colour pale blue, with beige leather, in most immaculate condition, £995; another at £895.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

TRIUMPH 2000 Roadster, 1949, black, red leather; £795.—C. G. Norman & Co. Vic. 2211. [7648

1948 (November) Triumph 1800 saloon, grey, loose covers, one owner, taxed; £695.

CLARKE & SIMPSON, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [C1048

1949 Triumph razor-edge saloon, black, beige leather upholstery, one owner, £795.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1949 (March) Triumph 2000 saloon, grey leather, ex. cond., 20,000 miles, radio, £1,000.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3388. [C4009

1938 Triumph Dolomite 14hp saloon, radio, very good condition, 3 months' guarantee; £295.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). [C1061

1950 Triumph Renown saloon, 5,000 miles, every extra, £1,235.—Mansfield Autos, Ltd., Tel. Euston 2587-8. [C3001

5000 miles.—Nov. 1950 Triumph Mayflower, leather, heater, beautiful condition throughout; bargain, £625.—Below.

3000 miles.—1950 Triumph Renown, radio, heater, spotlamps, covers, immaculate condition; £995.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. [C3006

1949 Triumph 2000 razor-edged saloon, black, beige leather upholstery, taxed, in extremely nice condition throughout; £825.

BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 3706. [C1321

TRIUMPH

1939 Triumph Dolomite, in good condition; £375.—Sirquet, Mapledurham, Reading. Tel. Kidmore End 3158. [7837

1947 Triumph razor-edge saloon, one titled owner, excellent, unrepeatable; £635; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1948 Triumph saloon, colour black; £695.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1090

1951 (July) Triumph Mayflower, B.M.T.A. permission to sell, low mileage, blue, seat covers, taxed; £775.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4043

1939 Triumph 14 Dolomite roadster coupe; excellent mechanical condition, very good bodywork; tonneau cover, taxed to December; £415.

GARAGE SERVICE Co., Ltd., 9, Hoop Lane, London, N.W.11. Speedwell 3408. [C3019

£265 ful.—1937 Triumph 14hp Vitesse sports saloon, reconditioned recently; one owner.—Vanderveld, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

DOLOMITE 14hp, completely reconditioned, recellulosed black, rechromed, new carpets, new loose covers, excellent mechanically; £385.—14, Chaseville Park Rd., N.21. Lab. 6415. [7674

TRIUMPH 2000 (April, 1949) with heater, grey leather upholstery, 45,000 miles, one owner, 4 new tyres, regularly serviced works; £850 or near offer; seen London by appointment.—Box 1900. [7692

695 ens.—Triumph 2000, 1949, Roadster coupe, gunmetal grey, grey leather, Windtone horns, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1949 Triumph 2000 saloon, grey.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [C3020

1950 Triumph Renown saloon, 2000 series, delivered November, maroon, beige upholstery, one owner, low mileage, taxed, genuine bargain; £895.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [C2038

1949 (Oct.) Triumph 2000 Roadster, metallic green with plastic hood, extremely fine order, 27,000 miles only; £795.—James R. Galt, Ltd., Alvis Distributors for Scotland, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [7852

1949 (Sept.) Triumph Roadster 2000, black with red upholstery, excellent condition, new brake linings, gear box and tyres, recently overhauled, radio, heater, two spots, signpost and map-reading lights; £825, or nearest offer.—Tel. End. 5105. [7805

XXX £975.—6,485 miles, 1950 (April) Triumph Renown saloon, outstanding and unmarked one-owner car, gunmetal grey with grey leather, heater and loose covers, opportunity to acquire for immediate delivery car practically undistinguishable from new in appearance; written guarantee; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C2003

TRIUMPH 1800 Roadster, first registered August, 1948, special maroon finish, one professional owner since new, mileage approximately 36,000, new engine fitted at 30,000 miles, excellent performance, petrol consumption 24 to 26 mpg, fitted many extras including demister bar, wing mirrors, mascot, badge bar, twin Lucas F.T.57 pass lights and Lucas Flame Thrower, new hood and two new tyres recently fitted, rear suspension modified to improve stability and ground clearance; price £650 or would consider small hp car in part exchange.—J. Storrar, Newgate St., Chester. Tel. Chester 25961. [7756

Triumph Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 3000.—Seven Sisters Rd., Tottenham, N.15. [0182

CAMDEN MOTORS urgently require a 1946-49 Triumph Roadster.—Particulars and price required to CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1055

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Triumph cars in first-class condition.—May. 3051. [W3041

£500 cash for Triumph 1800 Roadster, bodywork good, condition immaterial, good mechanical order essential.—Full details Box 1084. [7672

IF your car is in London and is a post-war model it can be seen and purchased within an hour of phoning Mayfair 7654, the London Buying Office of Lamb's, Ltd., Woodford, Essex; Slough House, 16, Berkeley St., W.1. [W3051

Triumph Spares and Service

S&T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain; spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7233.

STANDARD and Triumph spares and service, reconditioned units.—W. T. Richards (Bexleyheath), Ltd., 24-28, Broadway, Bexleyheath. Tel. 1666-7. [0449

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Triumph Spares and Services

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollinsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355

UTILITY CARS

ROWLAND SMITH'S for Utility Cars.

£145 ens.—Lincoln-Zephyr, Mar 1956, 37hp, V.12 4-door utility, natural timber body, side windows, removable seating, rear entrance, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

BRAY MOTORS offer the following utilities:—

£245.—1938 Ford 30hp 81A wooden body utility.

£150.—1946 (reg.) Standard 12 utility, bargain.

£285.—1948 (reg.) Hillman 10 utility in exceptional condition throughout.

£195.—1947 (reg.) Willys Jeep wooden bodied utility.

£175.—1946 (reg.) Humber 27hp utility in excellent condition throughout.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1948 Bradford de luxe Utility, 4 seats, taxed, immaculate, guaranteed; £425.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4053.1

NEW Austin 16hp l.w.b. shooting brake; £1,000 plus P.T.—Below.

1947 Hillman 10hp, overhauled and renovated; £495.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

1949 Bradford de luxe Utility, 4 seats, superb condition, guaranteed; £450.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4065

1948.—Phase II Commer utility, reconditioned engine just fitted; £655.

1948 Jowett Bradford utility; £475.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [7556

1949 Austin A40 Countryman, 16,000 miles; £675.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039

1951 Austin A70, coachbuilt steel utility body, mileage 9,000; £750; B.M.T.A. permission.—Fraser, Weybridge 3860. [7625

1951 Bradford de luxe Utility, 11,000 miles; £500 o.n.o.—John Appleton, 15, Winchester Rd., Andover, Hants. Tel. 2950.

1951 (Oct.) Fordson Martin Walter 7-seater Utilecon, 7,000 miles; B.M.T.A. consent.—Ernest Sutton, Tel. Rogate 4. [C4023

CASS'S MOTOR MART.—1937 Hudson 22, fitted maker's 7-passenger wooden utility body, exceptional condition, one owner.—Below.

1949 (August) Lea-Francis, 14hp I.F.S. 4-passenger wooden utility, 17,000 miles; written guarantee.—5, Warren St., W.1. Tel. Euston 4110. [C1040

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621

1950 (July) Vanguard Utility (converted), radio and heater, 11,000 miles, one owner; £695.—Pantiles Service Garage, London Rd., Guildford 5326. [C5035

1948 (August) Hillman Estate car, grey, 26,000 miles, spotless throughout; £695.—Cyril Sheppard, "Sheppards Hill," Reading. Tel. Sonning 2545-6. [7170

XXX 1948 (February) Fordson 10 Utilecon, blue, black wings, disappearing seats, thoroughly recommended; £285; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C2005

1946 Minx Estate Utility, excellent; £435; also 1959 Austin 10 Utility; £295; h.p. and exchanges.—Rys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [C3059

1951 (March) Austin A40 Countryman, 16,000 miles, green, B.M.T.A. permission to sell; £695.—L. F. Dove, Ltd., 111-112, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

FIRST imported this country 1950, Ford (r.h.d.) pick up, fitted detachable top, very smart appearance, exceptional condition throughout; £425.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1950 Standard Vanguard estate car, bronze with red leather, 25,600 miles; this car is in very nice condition throughout and any inspection or trial will be welcomed.—E. D. Abbott, Ltd., Farnham, Surrey. Tel. 6282. [7716

Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0995

FERRARIS OF CRICKLEWOOD, Ltd., buy 10hp utilities, post-war Austin or Hillman preferred; drive in, write or phone details to: 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. Open till 7 p.m. week days. [W2006

VAUXHALL 10

1947 Vauxhall 10 saloon, black with brown upholstery, splendid order throughout; £550.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [C2008

1947 Vauxhall 10 saloon; £525.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254. [7741

£425.—Vauxhall 10 1940 de luxe saloon, cellulose unmarked, leather interior, small mileage; choice three others; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube). Exchanges, H.P. [1017

VAUXHALL 10

1947 Vauxhall 10 de luxe saloon, one owner, bargain; £495.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

£565!!!—1947 Vauxhall 10 de luxe saloon, spotless condition, most carefully used and literally looks and runs like brand new.—Below.

£365!!!—1959 Vauxhall 10 saloon de luxe, literally looks and runs as well as 1947 model; advertised above; choice 70 vehicles; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

VAUXHALL 12

1947 Vauxhall 12 de luxe saloon, black, one owner, reconditioned engine, excellent order, taxed; £545.—K.J. Motors, Ltd., Bromley, Kent. Ravensbourne 5456-7-8-9. [7491

VAUXHALL 14

SELBORNE (MAYFAIR), Ltd.

1947 Vauxhall 14 saloon, one extremely careful owner only; £495.

82 Park St., London, W.1. Mayfair 4733/5. [7551

1939 Vauxhall 14 saloon, excellent; £385; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4056

1948 model Vauxhall 14hp saloon, black, brown leather upholstery, sliding roof, reconditioned engine, immaculate; £645.

W. J. BROWN, Ltd., established over 50 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

£195.—1936 Vauxhall 14 de luxe saloon, easy cleans.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1948 model Vauxhall 14 J saloon, black with brown leather, guaranteed mechanical condition, perfect bodywork; £695.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [C2006

1947 Vauxhall J, type, ex-Ministry vehicle, completely rebuilt, sprayed, indistinguishable from 1951 vehicle; £550.—Box 1933. [7851

PRIVATELY owned 1940 Vauxhall 3.5-seater coupe, 14hp, reg. 1947, low mileage, extremely good condition; £350.—Hiu, 55a, High St., Alton, Hants. Tel. 2033 (evenings). [7628

VAUXHALL 25

£465!!! Rare and beautiful Vauxhall 25, fitted special Grosvenor 4-door sports saloon bodywork. This vehicle is magnificent and alleged genuine mileage of 25,000 is confirmed by the spotless original condition both inside and out. This vehicle is outstanding and good for 100,000 miles. 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

VAUXHALL WYVERN & VELOX

ACRES offer:—

1950 (August) Vauxhall Velox saloon, finished in navy blue, brown upholstery, heater and radio, speedometer reading 15,000, undoubtedly genuine, taxed, ready to drive away; first £725 secures.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [C1002

CAR MART, Ltd.

1950 Vauxhall Wyvern saloon, 8,000 miles; £795.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434.

CAR MART, Ltd.

1950 Vauxhall Velox saloon, radio, heater, 10,000 miles; £795.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1059

B. J. HUNTER, Ltd., offer:—

1950 Vauxhall Wyvern saloon, very economical; £795.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1950 Vauxhall Velox saloon, black, with brown upholstery, heater, recorded mileage 10,000; £785.

836—842, High Rd., N.12. Hillside 6034. [C2027

WARWICK WRIGHT, Ltd., offer:—

1950 Vauxhall Velox saloon, grey, red leather, heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1949 Vauxhall Velox, black/fawn, heater, 24,000 miles.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [C4029

1949 Vauxhall Velox, one owner, radio and heater, taxed, loose covers, excellent throughout.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [4053

1949 Velox, fitted wireless, in good condition throughout; £700.—28a, The Warren, Heston, Hounslow, Middlesex. [7781

1950 Vauxhall saloon, radio, heater, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027

1949 Vauxhall Velox, showroom condition, leather upholstery; £675.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051

1950 Vauxhall Velox, black, heater, 10,000 miles, as new; £795.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [C4011

VAUXHALL WYVERN & VELOX

1950 model Vauxhall Velox, low mileage, radio, heater, chauffeur-driven, superlative condition; £745.—Bruce France, 3a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

1949 Vauxhall Velox, grey, fitted radio and heater, in first class mechanical order throughout, any trial; £725.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1950 Vauxhall Velox, black, leather upholstery, 11,000 miles, heater, radio and log lamp fitted, body in excellent condition; £760.

1948 (January) Vauxhall 12hp, blue, black and brown cloth, body condition good, mechanically sound throughout; £625.

1948 Vauxhall J type 14hp, black, brown leather, body condition good, mechanically sound, tyres good; £675.

ALWAYS a good selection of used Vauxhalls in stock; R.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032

£85.—1935 Vauxhall limousine, good runner, bargain; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

VAUXHALL and other makes of used cars in good condition, let us know of your requirements. Tel. Uxbridge 757.—Gregory's of Uxbridge. [0039

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0265

Vauxhall Miscellaneous Cars Wanted

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

CAMDEN MOTORS urgently require a 1946-48 Vauxhall 10hp saloon.—Particulars and price required to CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1055

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612

7-SEATERS private 1937/8/9 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0065. [0679

URGENTLY required post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Edg.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032

BROADWAY MOTOR Co. want the best Vauxhalls! Owners of low-mileage post-war models and of really good pre-war cars should consult Sales Department, 5-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0622

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CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

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BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEAR boxes, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 5-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368. Grams. Autospare, Wimble, London. [0655

SQUIRE MOTORS, Ltd., of Henley-on-Thames, for specialised Vauxhall service; cars collected and delivered by arrangement.—Tel. Henley-on-Thames 450.

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—197-199, Widmore Rd., Bromley, Kent. Rav. 5456-7-8-9. [0595

VETERAN CARS

WELHAM, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 2675.—Buy and sell pre-1914.

1910 Wolseley 16-20hp landaulet, reconditioned throughout, many Veteran Car Club successes, offers.—Crips, Sidcup, Kent. Footscray 5066. [7654

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

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VOLKSWAGEN Saloon, registered 1949, in exceptionally nice condition; £350.—'Phone Valentine 2094-2674. [7130

COLBORNE GARAGE, Ltd. (The Volkswagen People). We are the sole distributors for Volkswagen spares in Great Britain and can supply all engine, chassis and body spares, etc. Our workshops are fully equipped for all types of repairs in connection with this vehicle.

COLBORNE GARAGE, Ltd., with the largest Volkswagen clientele, offer the best market for your used Volkswagen; collection and delivery from London can be arranged.

COLBORNE GARAGE, Ltd. (the Volkswagen People), Ripley, Surrey. Tel. 2561. [0575

VOLKSWAGEN, regd. 1949, R.H.D., luxuriously finished in green with green hide and carpets to match, nearly new tyres, recently overhauled, extras include Marshall head lights, radio, clock, sun visors, etc.; offers.—M. Conti, 41, Llanarth St., Newport, Mon. [7902

Volkswagen Cars Wanted

CLARKE & SIMPSON wish to purchase the best examples.—75-79, Cadogan Lane, S.W.1. Sloane 4727. [W1048

Willys-Overland Spares and Service

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom.—Service department, 18, Providence Court, W.1. Mayfair 5242. [8939

WOLSELEY

EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1951 Wolseley 6/80 saloon, 10,000 miles, met. grey, B.M.T.A. permission; also another, green.

1950 Wolseley 6/80 saloon, 10,000 miles, moonstone grey, one owner.

LOW mileage Wolseleys are scarce; should your model not be in stock put your name on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

NEWNHAMS, Ltd.

1950 Wolseley 4/50 saloon, radio, low mileage, one owner; £875.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

JACK ROSE, Ltd., offer:—

DECEMBER 1950 Wolseley 6/80 saloon, guaranteed under 1,000 miles and positively as brand new; accept £980.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

G. S. HALL, Ltd., offer:—

£795—1948 Wolseley 14 de luxe saloon, 27,000 miles, green with green hide upholstery, maintained in new condition.

4000 miles; Wolseley 6/80, black, brown leather, as new; £925; terms and exchanges.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2881. [C2051

SELBORNE (MAYFAIR), Ltd.

800 gns.—1950 Wolseley 4/50 saloon, perfectly maintained by one owner, 14,000 miles.

82 Park St., London, W.1. Mayfair 4753-5. [7552

WARWICK WRIGHT, Ltd., offer:—

1950 Wolseley 6/80 saloon, grey, brown leather, 5,000 miles.

WARWICK WRIGHT, Ltd., 130, New Bond St., W.1. Mayfair 9761. [C4045

A.Z. MOTORS for Wolseley bargains!

1946 14, £498; 1948 18, £295.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1937 Wolseley 14 saloon; £325.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1946 Wolseley 18, in 1950 condition, roomy and economical; £545.—Box 1867. [7596

1939 (August) Wolseley 14 saloon, very nice condition, radio, taxed year; £395.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2035

1946 Wolseley 18 saloon, very clean condition, loose covers, £395.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

235 gns.—1938 Wolseley 14 saloon, clean car.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

£595!!!—1948 Wolseley 8 saloon de luxe, spotless condition and only two owners since new.—Below.

£495!!!—Rare and beautiful Wolseley 14/60 saloon de luxe, in genuinely spotless condition throughout, late owner M.P., who kept this vehicle in 100% mechanical condition, and it looks and runs like 1948 model.—Below.

£295!!!—1938 Wolseley 18hp saloon de luxe, excellent condition throughout and only wants seeing.—Below.

£295!!!—1937 Wolseley 14hp, fitted special saloon de Ville bodywork with boot in rear, excellent value.—Below.

£265!!!—1937 Wolseley 18hp saloon de luxe, tremendous performance with reasonable economy; choice 70 vehicles; three months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3349. [0083

1950 (June) 6/80 Wolseley saloon black, one owner, radio, heater, very good condition, £925.—Box 1523. [6628

WOLSELEY

1947 (model) Wolseley 18 de luxe saloon, black with brown leather, seat covers; £625.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

1947 Wolseley 10, black, condition genuinely as new throughout; £725.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

1939 Wolseley 25 de luxe saloon, low mileage, £450.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

£275—1939 Wolseley 25hp saloon, black, brown hide, unrepeatable bargain.—Bray Motors, 140-144, West End Lane, N.W.6. Hampstead 6490. [C1024

1950 Wolseley 6/80 saloon, black with brown leather, chauffeur maintained; £795.—Strathdene, Ltd., 30, Berkeley St., W.1. (Mayfair 4404.) [C4022

£330—Super Six 25hp, perfect, original condition, two careful owners; 1937, 54,000 miles; would exchange smaller car.—Whitlock, 29, Shelley Rd., Hove 59722. [7677

1950 (Nov.) Wolseley 6/80 saloon, finished in Metallichrome green, mileage 15,000, excellent condition; tax paid to end of year; £895.—The Barnstaple Motor Co., Barnstaple 2264. [7607

1950 Wolseley 6/80 saloon, smart car, heater, must sell, new car being delivered; trade invited; £665 o.n.o.—Write or 'phone, 1, Keswick Ave., Merton Park, London, S.W.19. Lib. 3372. [7759

£615!!—1947 (Sept.) Wolseley 12 de luxe saloon, beautifully maintained by one owner, in original dark green finish, best described as new, taxed.—Royston Motor Co., Ltd., Herts. Tel. 2148. [7761

1938 Wolseley 18, green/black, one owner, reconditioned engine, low mileage since new steering, new gear box, just recellulosed; £400.—11, Verulam Ave., Purley, Surrey. Uplands 3204. [7604

1937 Wolseley 25hp saloon, mileage under 45,000, good tyres, one new Dunlop, new battery, sliding roof, good appearance; £285.—Fishers Garage (Ripley), Ltd., Portsmouth Rd., Ripley, Surrey. Tel. 2184. [7912

195 gns.—Wolseley 12/48, October 1937 saloon, black, sliding head, blue leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1947 (October) Wolseley 6/80 saloon, black with brown leather upholstery, fitted with seat covers, Ace wheel discs, windscreen demister, tyres as new, in superb condition throughout; taxed to December 31st, 1952; offers.

RHODYATE SERVICE STATION, Ltd., Cleeve, Nr. Bristol. Tel. Yatton 3132/3. [7705

1948 Wolseley series III 14/60 dark blue saloon, brown hide upholstery; this car has had one owner and is a bargain; it is an export model brought back from Africa in 1950; the owner is going abroad in August so is offering well below list price for quick sale; she is a little heavy on oil otherwise perfect condition; a very handsome, comfortable car; mileage 34,000; price £652 or nearest offer.—Box 1752. [7279

LIMOUSINES 1948, 25hp, black, mileage 10,000, partition, 7-forward, meticulously maintained, guarantee certificate, low cost. (Fifty Limousines—Lists posted) Alps & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1008

Wolseley 4/50 Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—520, Euston Rd., N.W.1. Eus. 1212.

Wolseley 6/80 Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 3434.

Wolseley Cars Wanted

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EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele; we are the best market for used Wolseley cars.

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BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7737

XXX Cash immediately for good Wolseley.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2008

Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls coachwork and reconditioned engines. [0277

BROCKHURST GARAGE.—Harrow agents for Wolseley sales service, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0001

LARGEST and quickest spares service in the South of England.—Hawkins Garage, Ltd., Reading. Tel. 4456. [0207

R. MANDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0516

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1. 200 used cars under £400 always available.
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3. Unequalled hire purchase terms.
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6. Every machine is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo Line 150 yards). [0829

ARLINGTON MOTOR Co., Ltd.,

HIGH Rd., Waltham Cross, Herts.

TEL. Waltham Cross 2760.

VAUXHALL Velox, 1949, finished grey, very clean.

VAUXHALL 14hp, 1948, finished black, reconditioned throughout.

FORD Prefect, 1949, one owner.

A SELECTION from our comprehensive range of used cars. May we let you have further particulars?

ARLINGTON MOTOR Co., Ltd., High Rd., Waltham Cross. Herts.

ROBBINS, 98, Upper Richmond Rd., Putney; always sell good cars; send for list; established 28 years.

AUCTION sales of motor vehicles and accessories are conducted on the first Friday of every month by T. Bannister & Co., Market Place, Haywards Heath.

DETAILED advertisement will appear in this paper prior to sale.—Entry forms and full particulars of the auctioneers. (Tel. 607.) [0295

ALTON GARAGE.—Many cheap cars £50-£200; all available on H.P., many one-third deposit.—17-19, Brook Mews North, Craven Rd., W.2. Paddington 5952. [C1007

LARGEST stock of superior small h.p. cars in the Midlands at prices from £95-£450.—Midland Motor Co., Traffic St. (Island), Derby (1 minute bus station). Tel. 2549. Open week-ends. [1346

"THE Autocar Handbook: A Complete Guide to the Modern Car." Twentieth Edition. The completely revised edition of this popular handbook for the non-technical reader explains in detail, with an abundance of clearly drawn illustrations, the mechanism of the modern car. Details of components of older-type cars are also described in full, 242 pages, over 280 illustrations. Price 5/- net. By post 5/3 from all booksellers or The Publishing Dept., Dorset House, Stamford St., London, S.E.1.

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RS ROWLAND SMITH'S, the car buyers.—Hampstead High St. (Hampstead Tube). Open 9-7 week-days, Saturdays. Hampstead 6041 (10 lines). [0090

IF you wish to sell your car for cash, write, 'phone or call.

GEORGE NEWMAN & Co., 189, Euston Rd., London, N.W.1. Euston 4466. [W3025

1937—38 14hp saloon, clean condition essential.—Box 1870. [7614

PRIVATE enquirer needs quickly 8-10hp tourer or d.h. coupe, any make, 1947-1948; London and Home Counties.—Box 1863. [7609

R. S. CURRIE & Co., Ltd., are cash buyers of all good low mileage, small hp vehicles.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0065. [W1063

QUEEN'S ROAD AUTOS urgently require all makes of cars for cash; hours 9-9, including Saturdays.—62, Queen's Rd., Peckham, S.E.15. New Cross 5989. [W3046

BROADWAY MOTOR Co. want the cream of second-hand cars! Owners of low-mileage 6hp to 12hp pre-war models and of really good pre-war cars should consult Sales Dept. at 5-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0623

MOTOR CYCLES FOR SALE

S. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges; hire purchase; everything for the motor cyclist.—364-368, High Rd., Leyton, E.10. [0541

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4-BERTH motor launch, 37ft., 2 100bhp Meadows-Power petrol engines, fully equipped; offers or exchange motor car with cash adjustment.—Gullmarsh, "Broseley," Mousehole Lane, Bitterne Park, Southampton. [7655

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A & S Stock highest quality Hearses (Mechanical Guarantee Certificate).—Inspection invited.—Ready service.

AUSTIN 1939/25hp Bearer Hearse, £945. Also 16hp 1952 Bearer-Deck, unregistered, excellent equipment.

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ROLLS-ROYCE Modern 25hp Deck 1952 Coachwork.

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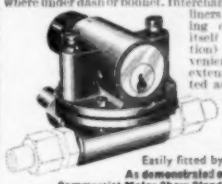

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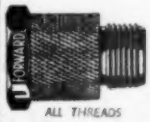

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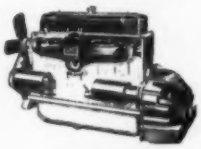

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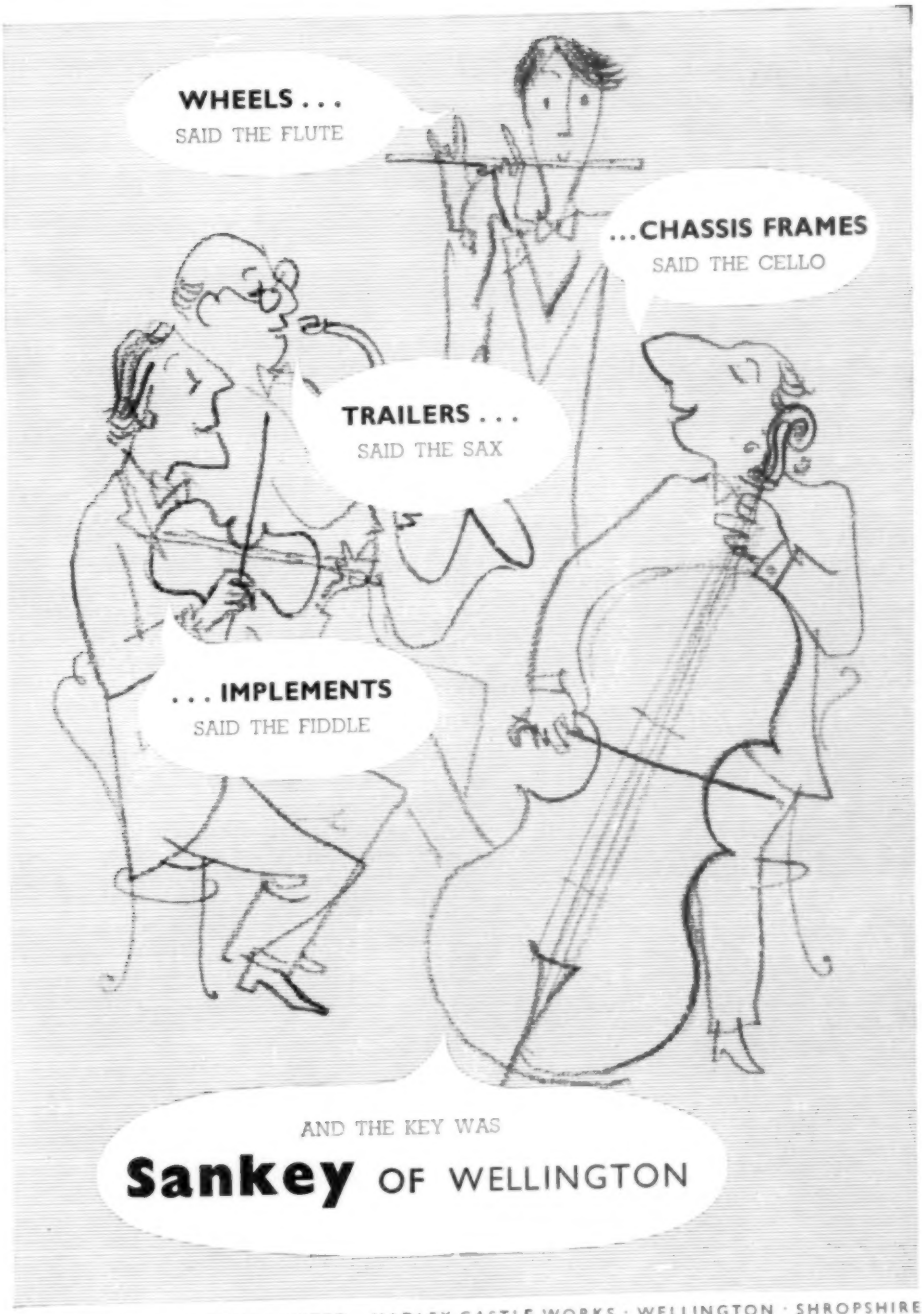

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